



BULLETIN 250B

ADJUSTMENTS AND LUBRICATION

MODEL 28

PERFORATOR TRANSMITTER

LAK, LPE, LTPE, LAAC

TELETYPE[®]
CORPORATION

SUBSIDIARY OF Western Electric Company INC.

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LIST OF EFFECTIVE PAGES

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PAGE NUMBER	CHANGE IN EFFECT
Cover	Change 1
Title Page	Change 3
A to B	Change 3
C to E	Change 1
F to I	Change 3
1-1 to 1-11	Change 3
1-12	Change 1
1-13	Change 3
1-14	Change 1
1-15 to 1-77	Change 3
2-1 to 2-55	Change 3
3-1	Original
3-2	Change 3
3-3 to 3-9	Original
3-10	Change 3
3-11 to 3-13	Original
3-14	Change 3
3-15 to 3-16	Change 1
3-17 to 3-43	Change 3
4-1 to 4-5	Change 3
5-1 to 5-6	Change 3

The above list indicates the effective pages as of the date of issue. Upon receipt of change pages, insert them numerically and discard superseded pages.

The MODEL 28 AUTOMATIC SEND-RECEIVE SET (ASR) is made up of a group of basic component units in various combinations. These include a keyboard, page printer, perforator (typing or non-typing), reperforator (typing or non-typing), transmitter distributor, transmitter distributor base, electrical service unit, console cabinet and motor unit.

UNITS COVERED IN THIS BULLETIN

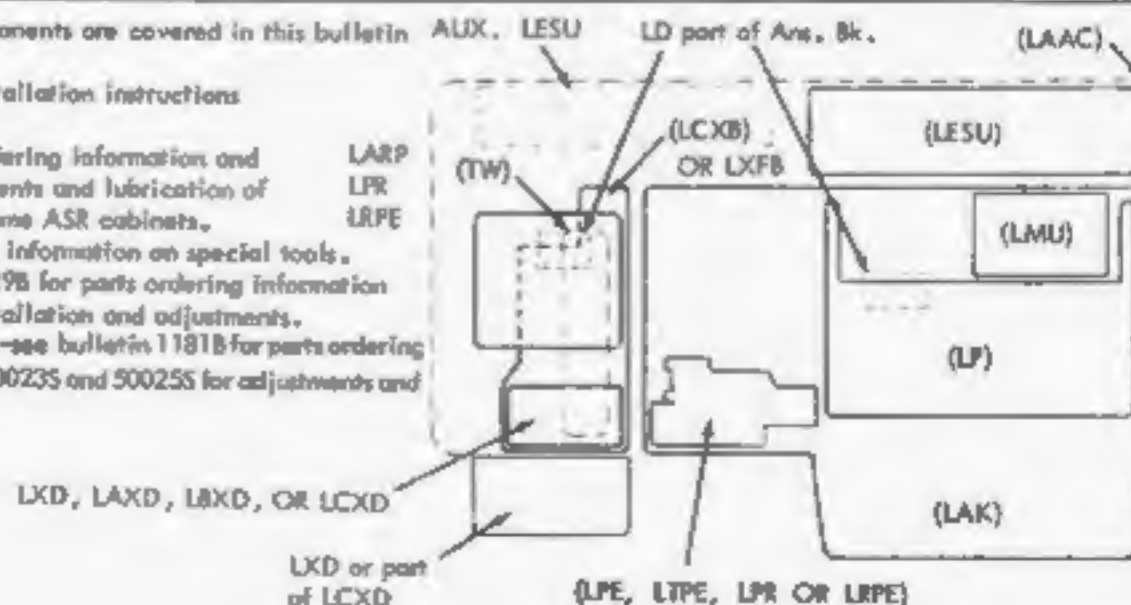
KEYBOARD	LAK1, 2, 3, 4, 6, 7, 9, 10, 17, 25 and 26
PERFORATOR (NON-TYPING)	LPE1, 2, 3, and 4
PERFORATOR (TYPING)	LTPE1 and 3
TRANS. DIST. BASE	LCXB1, 2, 3, 5, 6, 7, 8, 9, 12, 13, 14, and 16
ELECTRICAL SERVICE UNIT	LESU11, 13, 15, 21, 22, 56, 57, 60, and 66
MOTOR UNIT	LMU3, 12, 19, and 20
CABINET	LAAC200**, 201**, 202**, 205**, 207**, 209**, 210**, 213**, 214**, 222**, 223**, 225**, and 226**

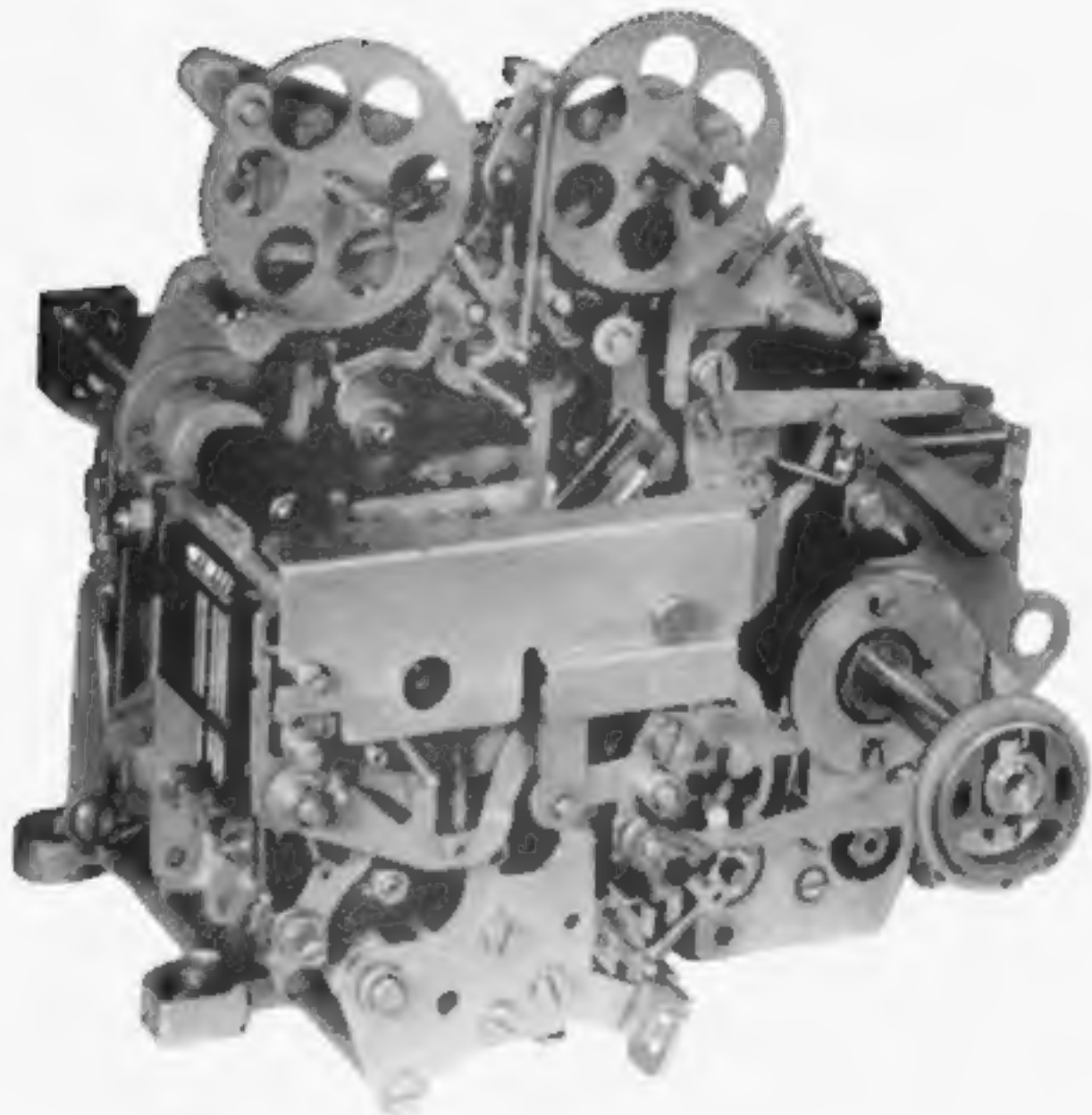
The following chart lists the numbers of bulletins covering components of the ASR set, such as, parts ordering (P), adjustments and lubrication (A & L), description and theory of operation (D & T). (Bell System refer to standardized A & L information).

		(P)	(D & T)	(A & L)
PAGE PRINTER	LP Typing Unit	1149B	216B	217B
KEYBOARD	LAK Perforator Transmitter Base	1169B	249B	250B
PERFORATOR OR REPERFORATOR	LPE Non-typing Perforator			
	LTPE Typing Perforator	1169B	246B	250B
	LRPE Non-typing Reperforator	1172B	255B	256B
	LPR Typing Reperforator	1167B	246B	247B
	LARP Multi-Magnet Reperforator	1166B	244B	245B
BASE	LCXB Transmitter Distributor Base	1169B	249B	250B
	LFXB Transmitter Distributor Base	1182B	500245	
TRANSMITTER DISTRIBUTOR	LX Fixed Head Multiple Wire Trans.	1161B	258B	235B
	LXD Fixed Head, Single Contact Trans., Dist.			
	LAXD Pivoted Head, Multi-contact Trans., Dist.	1170B	251B	252B
	LBXD Fixed Head, Multi-contact Trans., Dist.	1165B	242B	243B
	LCXD Fixed Head and Pivoted Head, Multi-contact Trans., Dist.	1171B	253B	254B
	LFXD Tape Pull-Back Transmitter Dist.	1182B	500245	
	LGXD			
	LD Multiple wire dist.	1159B	234B	
MOTOR	LMU Motor			
ELECTRICAL SERVICE UNIT	LESU Electrical Service Unit	1169B	249B	250B
CABINET	LAAC Automatic Send-Receive Cabinet			
KEYTOP WITH LEVER AND TYPEALLETS	Murray, Gothic, Long Gothic and Large Gothic Styles	1164B		
(For gears used with the LPR or LPRE see appro- priate bulletin)	164583 Gear Set for 60 W.P.M. Speed Includes: 161293 Gear Set for Keyboard (LAK) and 158029 Gear Set for Base (LCXB)			
	164584 Gear Set for 75 W.P.M. Speed Includes: 161294 Gear Set for Keyboard (LAK) and 158028 Gear Set for Base (LCXB)	1164B		250B
	164585 Gear Set for 100 W.P.M. Speed Includes: 161295 Gear Set for Keyboard (LAK) and 158027 Gear Set for Base (LCXB)			

Adjustments and lubrication of these components are covered in this bulletin. AUX. LESU LD part of Ans. Bk. (LAAC)

- NOTES:
1. See specification 58735 for installation instructions covering typical ASR sets.
 2. See bulletin 1075B for parts ordering information and specification 58845 for adjustments and lubrication of TW13 Tape Winder used with some ASR cabinets.
 3. See bulletin 1124B for ordering information on special tools.
 4. Paper winder - see bulletin 1129B for parts ordering information and specification 51485 for installation and adjustments.
 5. Codomat used with some ASR sets - see bulletin 1181B for parts ordering information and specifications 500235 and 500255 for adjustments and lubrication.

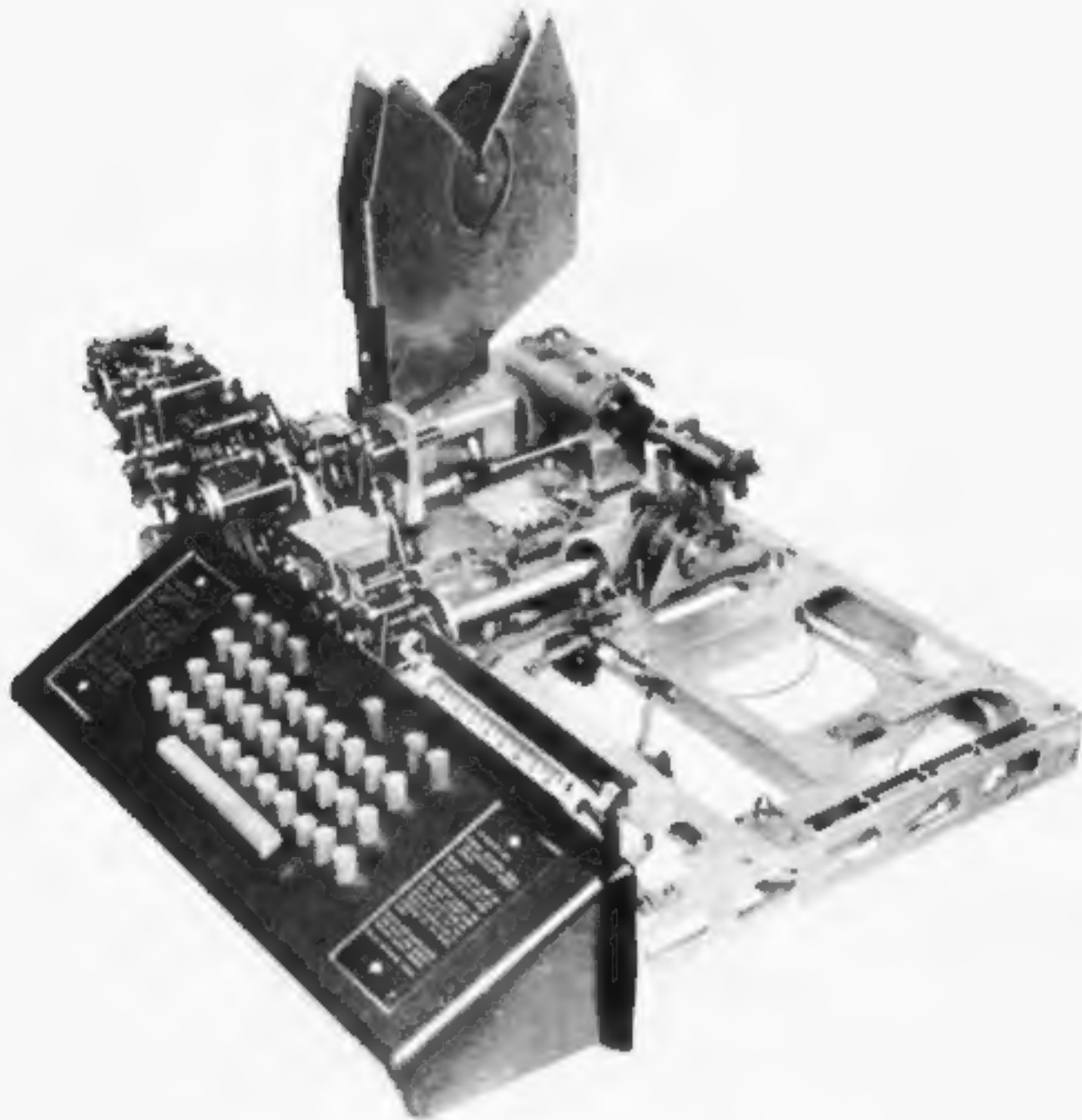




MODEL 28 TYPING PERFORATOR
LTPE



MODEL 28 PERFORATOR TRANSMITTER
Mounted in
AUTOMATIC SEND-RECEIVE SET



MODEL 28 PERFORATOR TRANSMITTER
(LAK with LPE)

CONTENTS

Paragraph	Page	Paragraph	Page
SECTION 1 - STANDARD FEATURE ADJUSTMENTS		3. PERFORATOR UNITS	1-17
1. GENERAL	1-1	a. Adjustments	
2. KEYBOARD MECHANISM	1-2	Axial Output Rack Guide Roller	1-51
a. Adjustments		Axial Sector	1-50
Bail Wedglock and Bail Track Clearance (Preliminary)	1-9	Code Bar Bail	1-65
Bail Wedglock, Bail End Play and Universal Bail Latch (Final)	1-9	Code Bar Extension and Punch Slide Latch	1-67
Clutch Shoe Lever	1-3	Code Bar Extension Blocking Assembly	1-69
Clutch Stop Lever	1-4	Correcting Drive Link	1-52
Code Bar and Code Lever Clearance	1-6	Detent	1-29
Code Bar Bail	1-8	Drive Arm	1-62
Code Bar Bail and Non-Repeat Lever Clearance	1-8	Feed Hole Lateral Alignment	1-30 1-31
Code Bar Guide Clearance	1-2	Feed Hole Spacing	1-26 1-27
Contact Box Contact Clearance	1-5	Feed Pawl	1-25
Function Bail and Code Lever Clearance	1-7	Function Box	1-41
Intermediate Gear Bracket	1-13	Function Clutch Shoe Lever	1-17
Keyboard Lock Bar Switch	1-11	Function Clutch Drum End Play	1-17
Lock Bail Channel	1-7	Function Clutch Trip Lever	1-20
Low Tape Switch	1-11	Idler Gear Eccentric Shaft	1-52
Space Bar Bail Pivot	1-2	Letters and Figures Yield Arm	1-43 1-44
Transfer Bail Detent Plate	1-5	Lifter Arm	1-45
Universal Bail Latch Lever and Extension	1-10	Lifter Arm Eccentric Screw	1-45
b. Spring Tensions		Lock Lever	1-46
Clutch Latch Lever	1-4	Lock Lever Trip Post	1-46
Clutch Shoe	1-12	Main Trip Lever	1-66
Clutch Shoe Lever	1-12	Oscillating Drive Bail	1-49
Clutch Stop Lever	1-4	Oscillating Drive Link	1-49
Clutch Trip Bar	1-6	Perforator Alignment	1-64
Code Bar	1-6	Perforator Clutch Release Trip	1-68
Code Bar Bail	1-14	Perforator Position	1-38
Code Bar Bail Latch	1-8	Perforator Trip Lever	1-21
Code Bar Extension	1-16	Printing Between Perforated Feed Hole	1-60
Code Lever	1-15	Printing Trip Link	1-57 1-58
Code Lever Universal Bail	1-2	Print Hammer	1-59
Contact Box	1-5	Punch Pin Penetration	1-23
Keyboard Lock Bar Switch	1-11	Punch Slide Downstop Position	1-23 1-24
Line Break Lever	1-14	Punch Slide Guide Position	1-23
Local Carriage Return Function Bail	1-15	Punch Slide Reset Bail	1-25
Local Line Feed Trip Link	1-10	Punch Position	1-22
Margin Indicator	1-16	Push Bar Guide Bracket	1-51
Non-Repeat Lever	1-8	Push Bar Operating Blade (Final)	1-39
Plunger	1-10	Push Bar Operating Blade (Preliminary)	1-39
Signal Contact Drive Link	1-5	Release Downstop Bracket	1-37
Switch Lever	1-11	Reset Arm	1-20
Tape-Out Lever	1-11	Reset Bail Trip Lever	1-28
Transfer Bail Detent Latch	1-5	Ribbon Carrier	1-55 1-56
Transfer Lever	1-16	Rocker Arm	1-22
Transfer Lever Locking Bail	1-16	Rocker Bail	1-19
Universal Bail Latch	1-10	Rocker Bail Guide Bracket	1-19
		Rocker Bail Pilot Stud	1-40
		Rotary Correcting Lever	1-53 1-54
		Tape Guide	1-36
		Transfer Mounting Bracket	1-42
		Typewheel	1-59 1-61
		Release Downstop Bracket	1-37

CONTENTS

[illegible]

CONTENTS

Paragraph	Page	Paragraph	Page
Cord Assembly	2-16	Slow Release Relay	2-29
End-of-Line Switch	2-13		
Idler Pulley	2-9	9. REPEAT-ON-SPACE	2-30
Scale	2-13	10. UNSHIFT-ON-SPACE MECHANISM	2-31
Stop Lever	2-13	11. TIME DELAY MECHANISM	2-32 thru 2-35
Stroke	2-15	12. SYNCHRONOUS PULSE	2-36 thru 2-38
b. Spring Tensions		13. LOW PAPER AND PAPER-OUT MECHANISM	2-38
Anti-Bounce	2-14	14. POWER BACKSPACE SWITCH	2-39
Latch Lever and Drive Lever	2-10	15. CABINET MESSAGE TRAY	2-40
Ratchet Drum Assembly Return	2-13	16. REMOTE CONTROL GEAR SHIFT	2-41, 2-42
Reset Lever Extension	2-15	17. PERFORATOR MOTOR	2-43
4. ELECTRICAL LINE BREAK MECHANISM		18. ANSWER-BACK MECHANISM	2-44 thru 2-55
Break Lever Spring	2-17		
5. LOCAL PAPER FEED OUT MECHANISM			
Switch Lever Spring	2-17		
6 & 7 CODE READING AND TIMING CONTACTS			
a. Adjustments			
Code Reading Contacts (Tests)	2-27		
Contact Alignment (Timing)	2-23		
Contact Backstop (Timing)	2-23		
Contact Bracket Preliminary (Code Reading Make-Type)	2-22		
Contact Bracket Preliminary (Code Reading Transfer)	2-21		
Contact Bracket Preliminary (Timing)	2-25		
Contact Mounting Bracket (Code Reading)	2-20		
Contact Mounting Plate (Code Reading)	2-20		
Left Contact Gap (Timing)	2-24		
Left Contact Spring Preliminary (Timing)	2-24		
Marking Contact Backstops (Code Reading)	2-18		
Marking Contact Springs (Code Reading)	2-18		
Right Contact Gap (Timing)	2-24		
Spacing Contact Backstops (Code Reading)	2-19		
Spacing Contact Springs Preliminary (Code Reading)	2-19		
Swinger Contact Springs Preliminary (Code Reading)	2-19		
Swinger Contact Spring Preliminary (Timing)	2-24		
Timing Contacts	2-28		
Zero Test Set, To	2-26		
b. Spring Tensions			
Operating Bail Spring (Timing)	2-25		
B. ELECTRICAL SERVICE UNIT	2-29		

SECTION 3 - LUBRICATION

1. GENERAL	3-1
2. CABINET	3-2
3. PERFORATOR UNITS	
Axial Positioning Mechanism	3-25, 3-26
Break Lever Mechanism	3-4
Code Bar Ball Mechanism	3-12
Code Bar Extension Bail Mechanism	3-6
Code Bar Mechanism	3-7
Code Lever Mechanism	3-4
Code Lever Universal Bail Mechanism	3-7
Clutch Trip Bar Link Mechanism	3-6
Clutch Trip Bar Mechanism	3-9
Contact Box	3-9
Detent Lever Mechanism	3-5
Extension Basket Mechanism- Bottom View	3-5
Feed Wheel Mechanism	3-19
Function Box	3-25
Function Cam-Clutch Trip Mechanism	3-24
Intermediate Gear Mechanism	3-11
Keylever Mechanism	3-3
Keyboard Clutch Mechanism	3-10
Keyboard Lock Mechanism	3-4
Keyboard Shaft Mechanism	3-11
Local Carriage Return Mechanism	3-8
Local Line Feed Mechanism	3-11
Lock Bar Latch Mechanism	3-10

<u>Paragraph</u>	<u>Page</u>	<u>Paragraph</u>	<u>Page</u>
Locking Bail Mechanism	3-12	4. VARIABLE FEATURES	
Margin Indicating Mechanism	3-10	Answer-Back Drum	3-42
Non-Repeat Lever Mechanism	3-8	Answer-Back Drum	
Perforator Clutch Drive Shaft Mechanism	3-14	Feed Pawl	3-43
Perforator Clutch Gear Mechanism	3-14	Answer-Back Drum Detent	3-43
Perforator Clutch Mechanism	3-14	Answer-Back Mechanism	3-37
Perforator Mechanism for Fully Perforated Tape	3-18	Auxiliary Contact	3-42
Perforator Mechanism	3-18	Character Counter Mechanism	3-30, 3-31
Perforator Mechanism Front View	3-15	Clutch and Gear Assembly	3-40
Perforator Mechanism Top View	3-13	Clutch Trip-Magnet Mechanism	3-37, 3-41
Perforator Clutch and Reset Cam Mechanism	3-14	Code Bar Guide	3-33
Perforator Transmitter - Bottom View	3-3	Contact Lever and Cam Sleeve Assemblies	3-38, 3-39
Perforator Trip Lever Mechanism	3-16	Contact Swinger	3-33
Perforator Transmitter - Top View	3-7	Electrical Line Break Mechanism	3-31
Printing Mechanism	3-27	Local Paper Feed-Out Mechanism	3-31
Punch Mechanism - Left Side View	3-16	Low Paper and Paper-Out Switch Mechanism	3-36
Punch Pin Mechanism	3-17	Manual Backspace Mechanism	3-28
Punch Slide Latch Mechanism	3-16	Perforator Motor	3-34
Punch Slide Mechanism	3-17	Perforator Transmitter - Front View	3-19
Push Bars	3-23	Perforator Transmitter - Rear View	3-20
Rear Bearing Bracket Gear Mechanism	3-15	Power Drive Backspace Mechanism for Fully Perforated Tape	3-29
Repeat-on-Space	3-29	Power Drive Backspace Mechanism	3-30
Reset Bail Mechanism	3-19	Remote Control Gear Shift	3-35
Reset Cam Follower Mechanism	3-13	Repeat-on-Space	3-32
Retractor Ball Mechanism	3-17	Single Auxiliary Timing Contacts Mechanism	3-32
Ribbon Feed Mechanism	3-20, 3-21, 3-22	Synchronous Pulsed Magnet Mechanism	3-33
Rocker Arm Mechanism	3-19	Tape-Out Switch Mechanism	3-28
Rocker Bail Mechanism (Non-Typing)	3-15		
Rocker Bail Mechanism (Typing)	3-27	SECTION - 4	
Rotary Positioning Mechanism	3-22	DISASSEMBLY AND REASSEMBLY	
Selection Lever Mechanism	3-5	1. GENERAL	4-1
Shaft Mechanism	3-26	2. DISASSEMBLY	4-1, 4-5
Signal Generator Mechanism - Rear View	3-8	SECTION - 5	
Signal Generator Mechanism - Right Side View	3-12	EARLY DESIGN MECHANISM ADJUSTMENTS	
Spacer Bar Mechanism	3-3	1. RIBBON FEED MECHANISM	5-1, 5-3
Tape Shoe Arm Mechanism	3-17	2. CHARACTER COUNTER MECHANISM	5-4, 5-6
Transfer Ball Mechanism	3-10		
Transfer Lever Mechanism	3-9		
Transfer Mechanism	3-23		
Typing Perforator	3-20, 3-24		
Universal Ball Latch Mechanism	3-13		

SECTION 1 - STANDARD FEATURE ADJUSTMENTS

1. GENERAL

a. The adjustments of each unit are arranged in a sequence that should be followed if a complete readjustment of the unit were undertaken. The tools and spring scales required to perform these adjustments are listed in Teletype Bulletin 1124B, but are not supplied as part of the equipment. After an adjustment is completed, be sure to tighten any nuts or screws that are loosened. The adjusting illustrations indicate tolerances, positions of moving parts, spring tensions and the angles at which scales should be applied when measuring spring tensions. If a part that is mounted on shims is removed, the number of shims used at each of its mounting screws should be noted so that the same number is replaced when the part is remounted.

b. The spring tensions given in this bulletin are indicated values and should be checked with proper spring scales in the positions indicated.

c. References made to left or right, up or down, front or rear etc. apply to the unit in its normal operating position as viewed from the front.

d. When a requirement calls for a clutch to be disengaged, the clutch shoe lever must be fully latched between its trip lever and latch lever so that the clutch shoes (Figure 1-3) release their tension on the clutch drum. When engaged, the clutch shoe lever is unlatched and the clutch shoes are wedged firmly against the clutch drum.

NOTE

When the main shaft of the perforator is rotated by hand, the clutch does not fully disengage upon reaching its stop position. In order to relieve drag and permit the main shaft to rotate freely, apply pressure on the

lug of the clutch disk (Figure 1-3) with a screwdriver to cause it to engage its latch lever and fully disengage the clutch.

e. K, K-T and T refer to corresponding positions of the keyboard control knob. Unless otherwise specified, adjustments are made in K-T position.

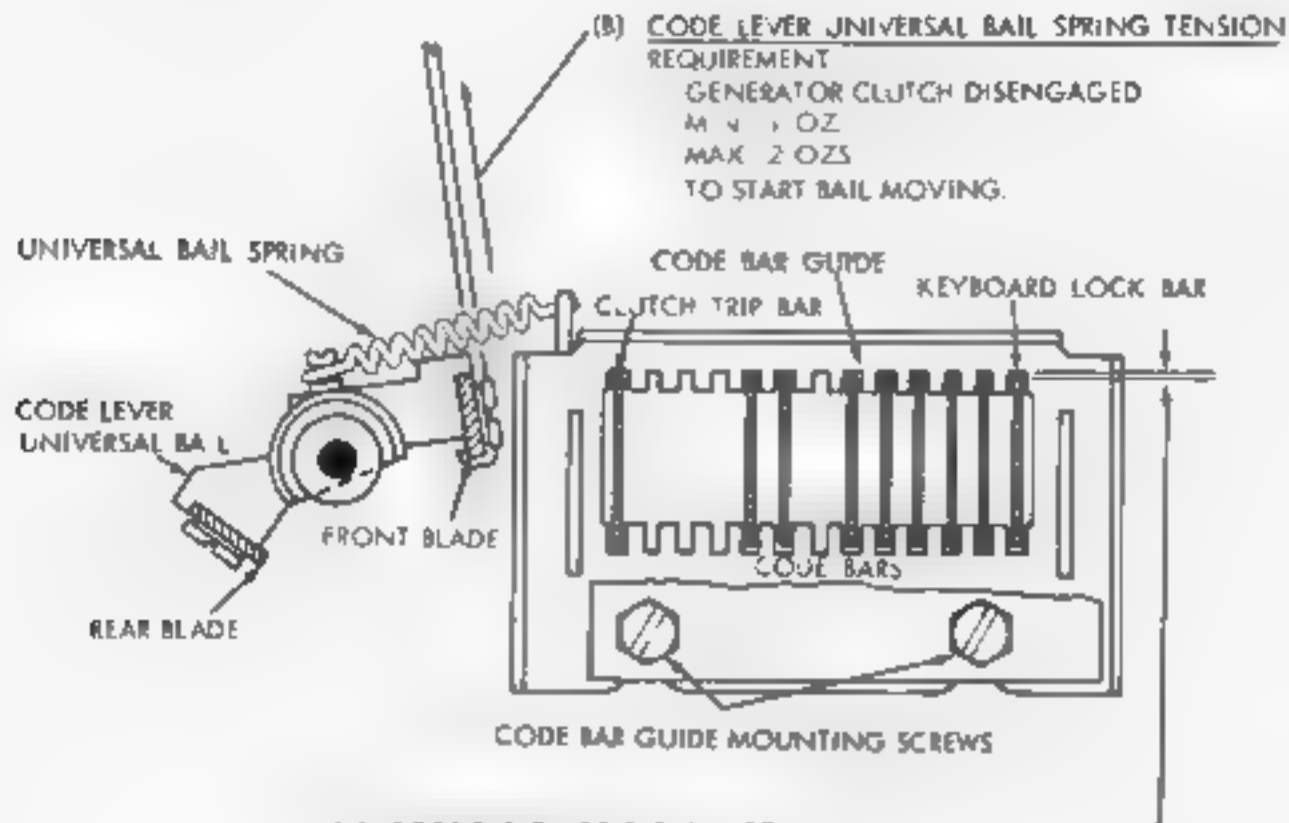
f. When instructions call for the removal of parts or subassemblies, refer to Disassembly or Reassembly, Paragraph 6, Page 1-44.

g. To manually operate perforator, proceed as follows: Rotate the main shaft counterclockwise until the clutch disengages. Trip the clutch by pivoting the main trip lever counterclockwise (see Figure 1-57). Unlatch the punch slides (see Figure 1-23) corresponding to the marking elements of the code combination to be processed (The slides are numbered 1 to 5 from rear to front). Rotate the main shaft counterclockwise until the required condition is set up or the code combination is processed through the unit.

h. In addition to the standard adjustments in Section 1, Variable Feature adjustments are covered in Section 2 of this bulletin. When these adjustments affect normal adjusting sequence, cross reference information has been included in Section 1. Variable Feature adjustments that do not affect the adjusting sequence may be made at any time.

i. Section 1 contains illustrations and adjusting procedure for mechanism currently being manufactured. Illustrations and adjusting procedure for mechanisms of earlier design are located in section 5. Where a new mechanism has replaced one of earlier design, reference has been made in section 1 to the corresponding mechanism in section 5.

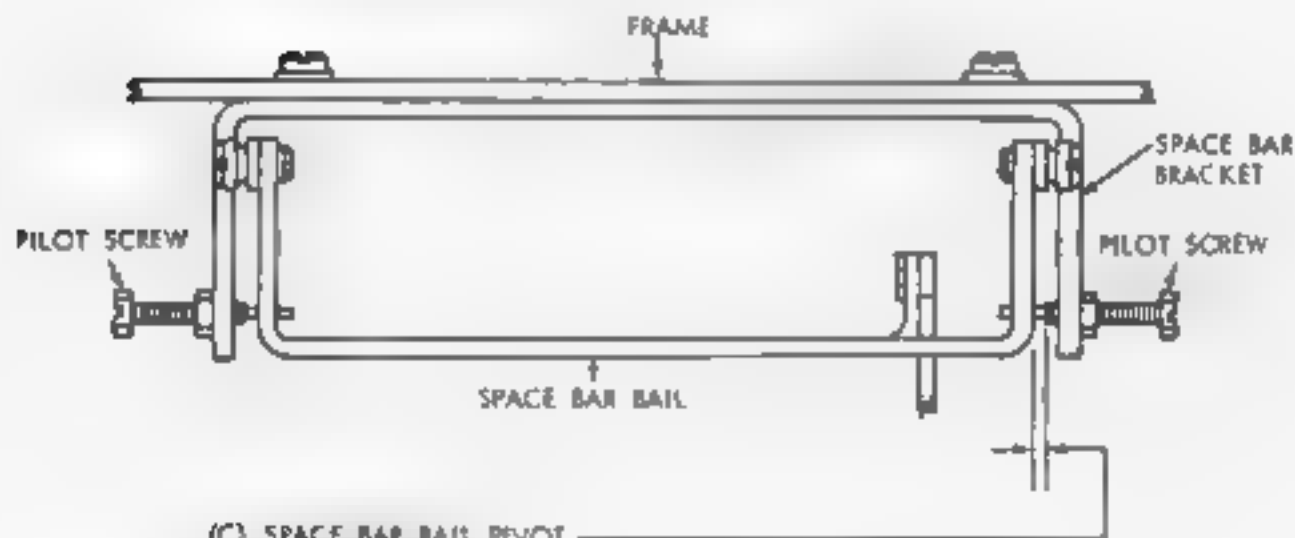
2. KEYBOARD MECHANISM



- (A) CODE BAR GUIDE CLEARANCE REQUIREMENT
 MIN. SOME CLEARANCE
 MAX. 0.010 INCH
 ALL CODE BARS SHOULD MOVE FREELY WITHOUT BIND,
 TO ADJUST
 LOOSEN MOUNTING SCREWS AND POSITION CODE BAR GUIDE

NOTE REMOVE PERFORATOR TRANSMITTER FROM
 CABINET BEFORE ADJUSTING CODE BARS.

NOTE: KEYLEVER COVER MUST BE REMOVED
 SEE DISASSEMBLY AND REASSEMBLY



- (C) SPACE BAR BAIL PIVOT REQUIREMENT
 MIN. SOME END PLAY
 MAX. 0.010 INCH
 SPACE BAR FREE FROM BIND.
 TO ADJUST
 POSITION SPACE BAR WITH PILOT SCREWS LOOSENED.

FIGURE 1-1. CODE BAR AND SPACE BAR MECHANISMS

SECTION 1 - STANDARD FEATURE ADJUSTMENTS

1. GENERAL

a. The adjustments of each unit are arranged in a sequence that should be followed if a complete readjustment of the unit were undertaken. The tools and spring scales required to perform these adjustments are listed in Teletype Bulletin 11248, but are not supplied as part of the equipment. After an adjustment is completed, be sure to tighten any nuts or screws that are loosened. The adjusting illustrations indicate tolerances, positions of moving parts, spring tensions and the angles at which scales should be applied when measuring spring tensions. If a part that is mounted on shims is removed, the number of shims used at each of its mounting screws should be noted so that the same number is replaced when the part is remounted.

b. The spring tensions given in this bulletin are indicated values and should be checked with proper spring scales in the positions indicated.

c. References made to left or right, up or down, front or rear etc. apply to the unit in its normal operating position as viewed from the front.

d. When a requirement calls for a clutch to be disengaged, the clutch shoe lever must be fully latched between its trip lever and latch lever so that the clutch shoes (Figure 1-3) release their tension on the clutch drum. When engaged, the clutch shoe lever is unlatched and the clutch shoes are wedged firmly against the clutch drum.

NOTE

When the main shaft of the perforator is rotated by hand, the clutch does not fully disengage upon reaching its stop position. In order to relieve drag and permit the main shaft to rotate freely, apply pressure on the

lug of the clutch disk (Figure 1-3) with a screwdriver to cause it to engage its latch lever and fully disengage the clutch.

e. K, K-T and T refer to corresponding positions of the keyboard control knob. Unless otherwise specified, adjustments are made in K-T position.

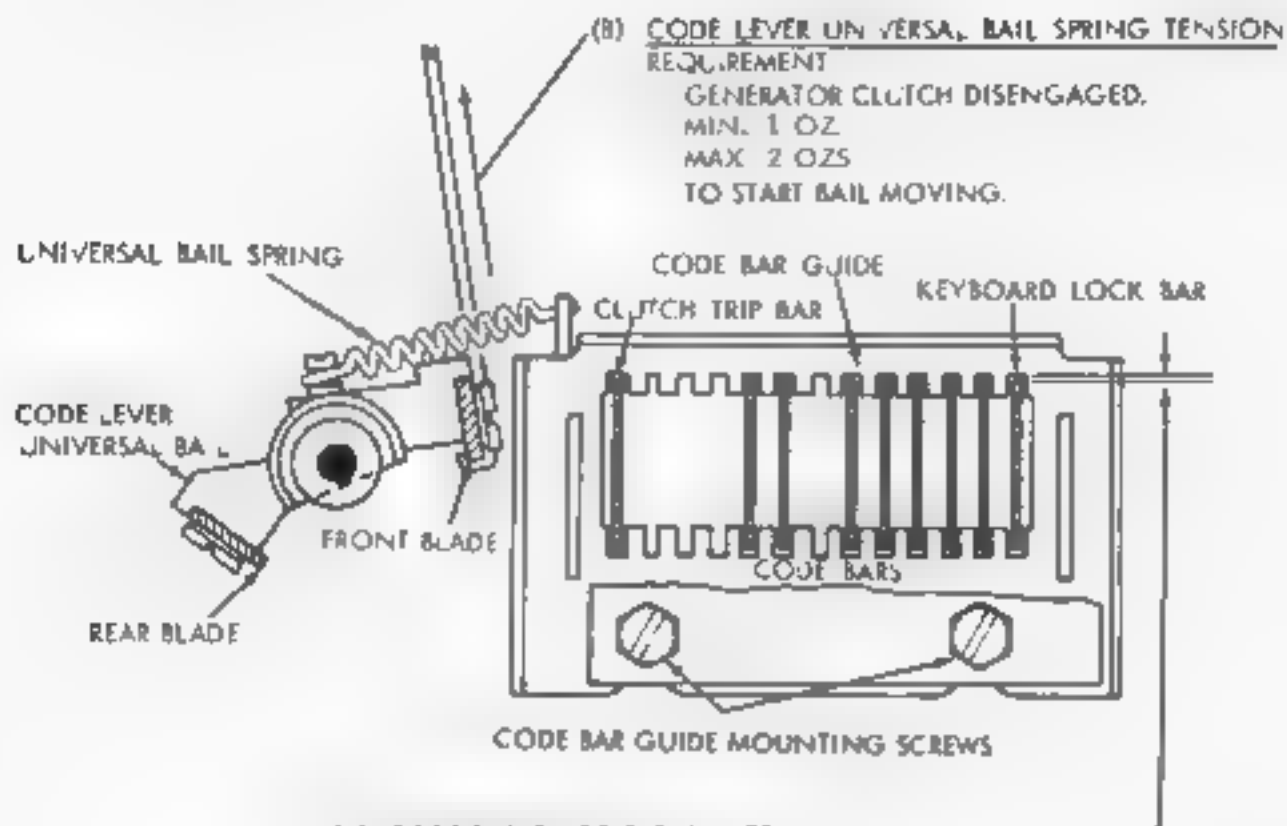
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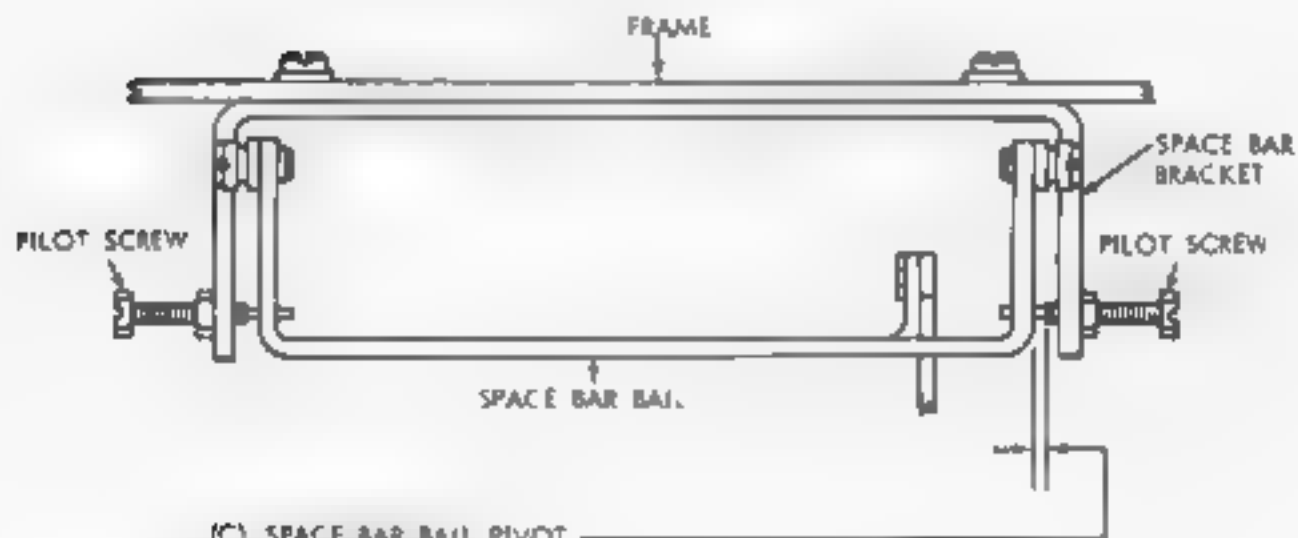
2 KEYBOARD MECHANISM



- (A) CODE BAR GUIDE CLEARANCE REQUIREMENT
 MIN. SOME CLEARANCE
 MAX. 0.010 INCH
 ALL CODE BARS SHOULD MOVE FREELY WITHOUT BIND,
 TO ADJUST
 LOOSEN MOUNTING SCREWS AND POSITION CODE BAR GUIDE.

NOTE REMOVE PERFORATOR TRANSMITTER FROM CABINET BEFORE ADJUSTING CODE BARS

NOTE: KEYLEVER COVER MUST BE REMOVED.
 SEE DISASSEMBLY AND REASSEMBLY



- (C) SPACE BAR BAIL PIVOT REQUIREMENT
 MIN. SOME END PLAY.
 MAX. 0.010 INCH
 SPACE BAR FREE FROM BIND.
 TO ADJUST
 POSITION SPACE BAR WITH PILOT SCREWS LOOSENED.

FIGURE 1-1. CODE BAR AND SPACE BAR MECHANISMS

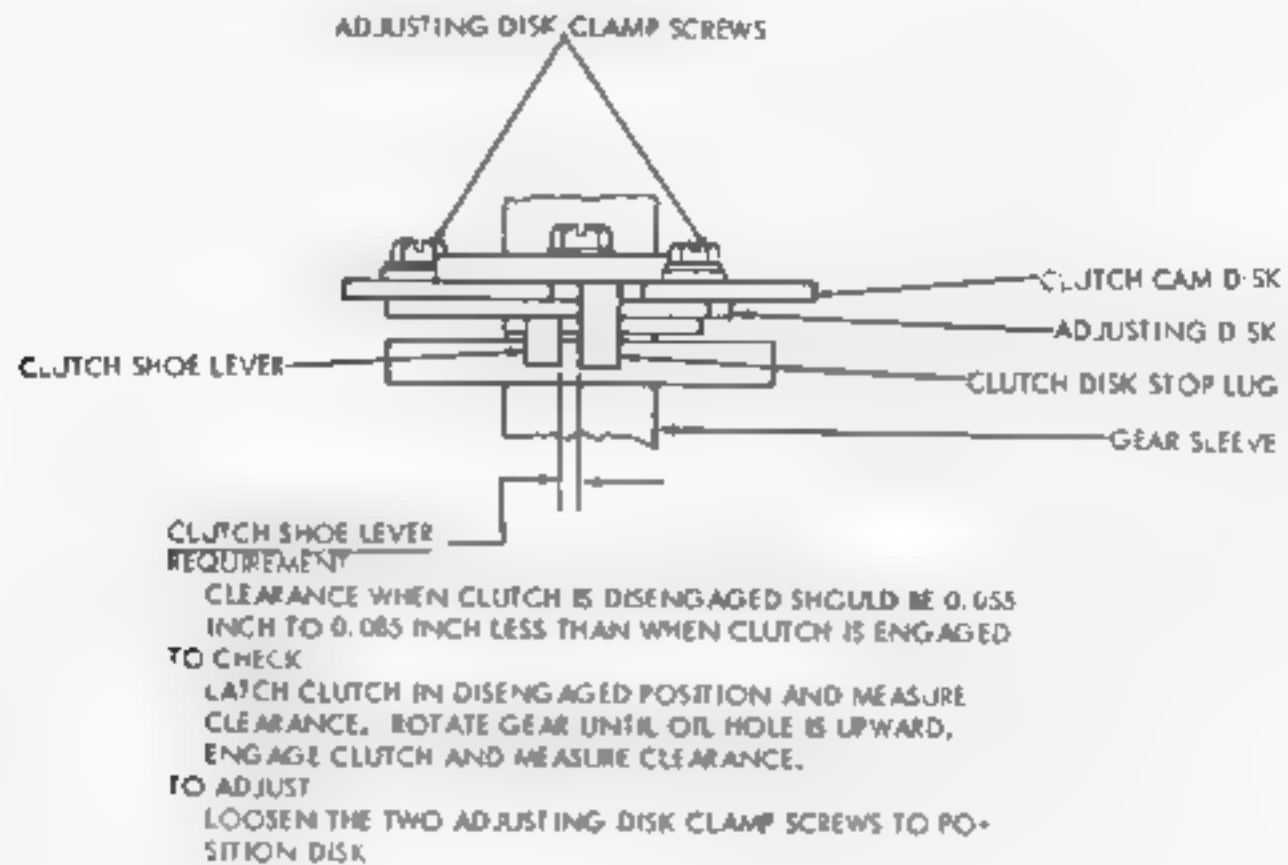
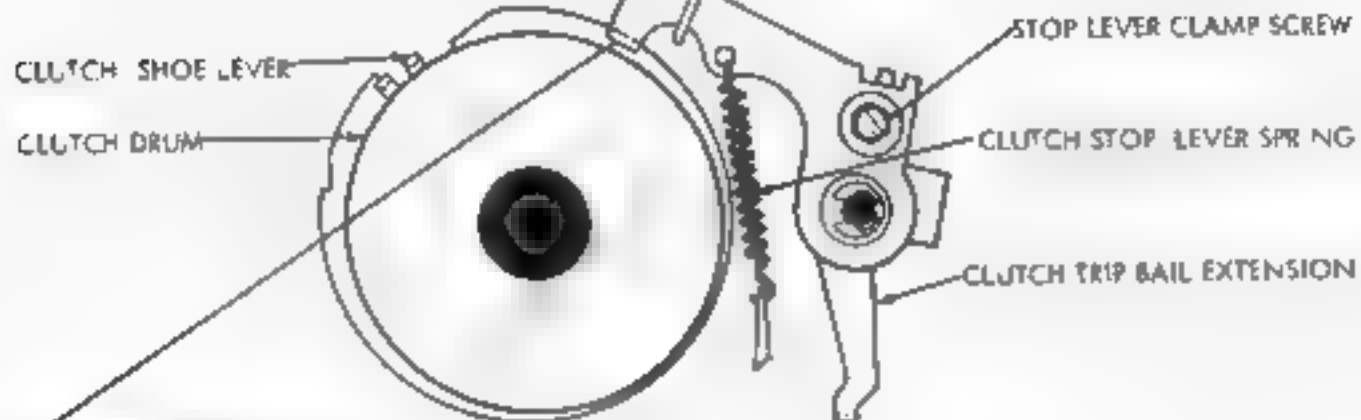
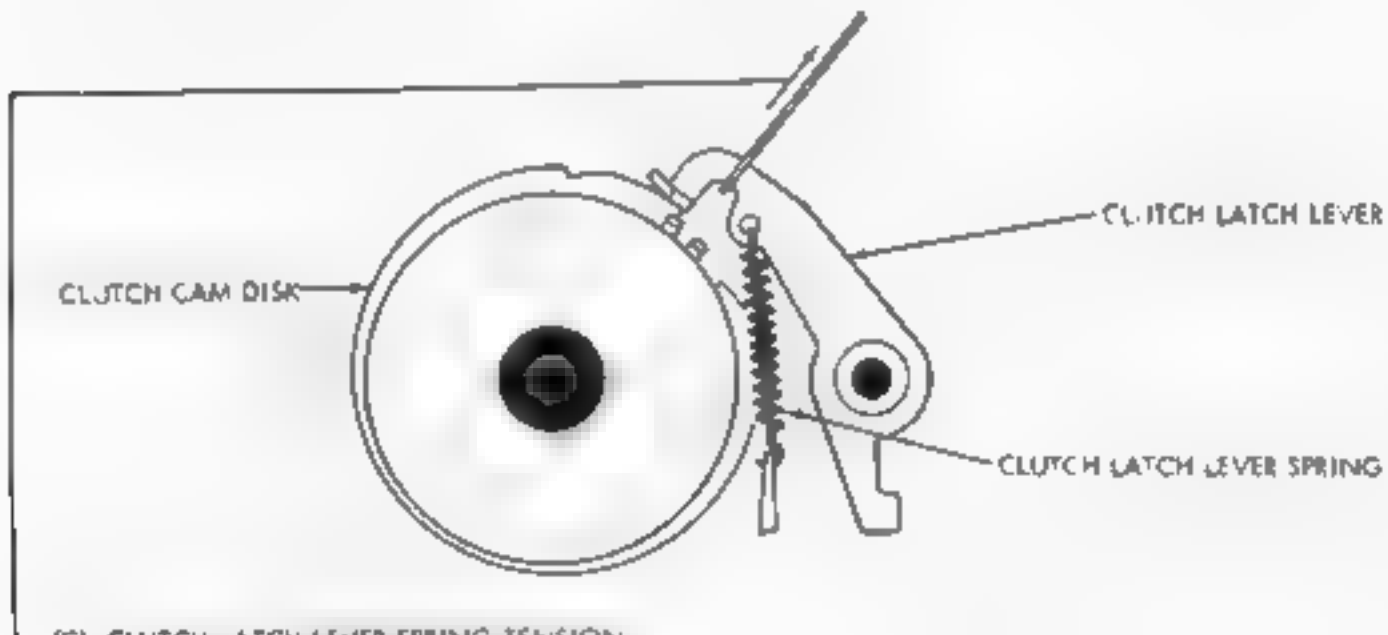


FIGURE 1-2. SIGNAL GENERATOR CLUTCH AND GEAR MECHANISM

- (8) CLUTCH STOP LEVER SPRING TENSION
 REQUIREMENT
 CLUTCH ENGAGED AND ROTATED 1/4 TURN.
 MIN. 2 OZS
 MAX. 3 OZS
 TO START LEVER MOVING

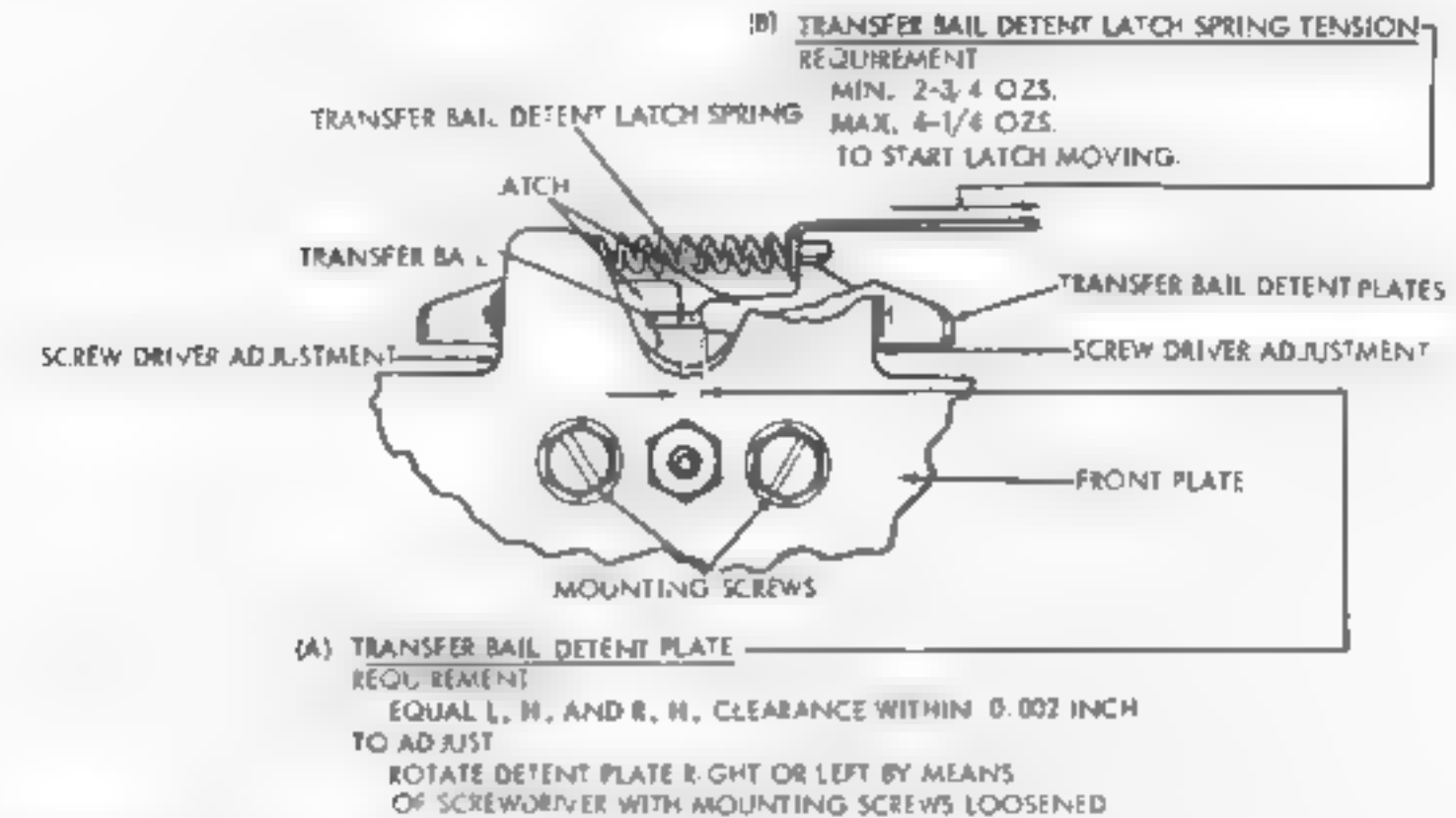


- (A) CLUTCH STOP LEVER
 REQUIREMENT
 SHOULD FULLY ENGAGE CLUTCH SHOE LEVER
 DURING ROTATION, THE LEVER SHOULD NOT TOUCH THE CLUTCH DRUM AT ANY POINT
 TO ADJUST
 POSITION STOP LEVER WITH ITS CLAMP SCREW LOOSENED.



- (C) CLUTCH LATCH LEVER SPRING TENSION
 REQUIREMENT
 CLUTCH LATCH LEVER RESTING ON THE HIGHEST POINT OF CLUTCH DISK
 MIN. 2 OZS
 MAX. 3 OZS
 TO START LATCH LEVER MOVING

FIGURE 1-3. SIGNAL GENERATOR CLUTCH AND LEVER MECHANISM



(C) CONTACT BOX CONTACT CLEARANCE

REQUIREMENT

MARKING AND SPACING GAPS SHOULD BE EQUAL WITHIN 0.001 INCH

TO CHECK

DEPRESS Y KEYLEVER AND ROTATE SIGNAL GENERATOR CAM SLEEVE UNTIL EACH CONTACT HAS FULLY OPENED.

TO ADJUST

LOOSEN MOUNTING SCREWS AND MOVE CONTACT BOX BY MEANS OF ECCENTRIC

CHECK BY MEANS OF SIGNAL CHECKING DEVICE WHERE POSSIBLE, AND CAREFULLY RE-FINE THE ADJUSTMENT TO ELIMINATE ALL BIAS FROM THE SIGNALS BY EQUALIZING THE CURRENT-ON AND CURRENT-OFF INTERVALS

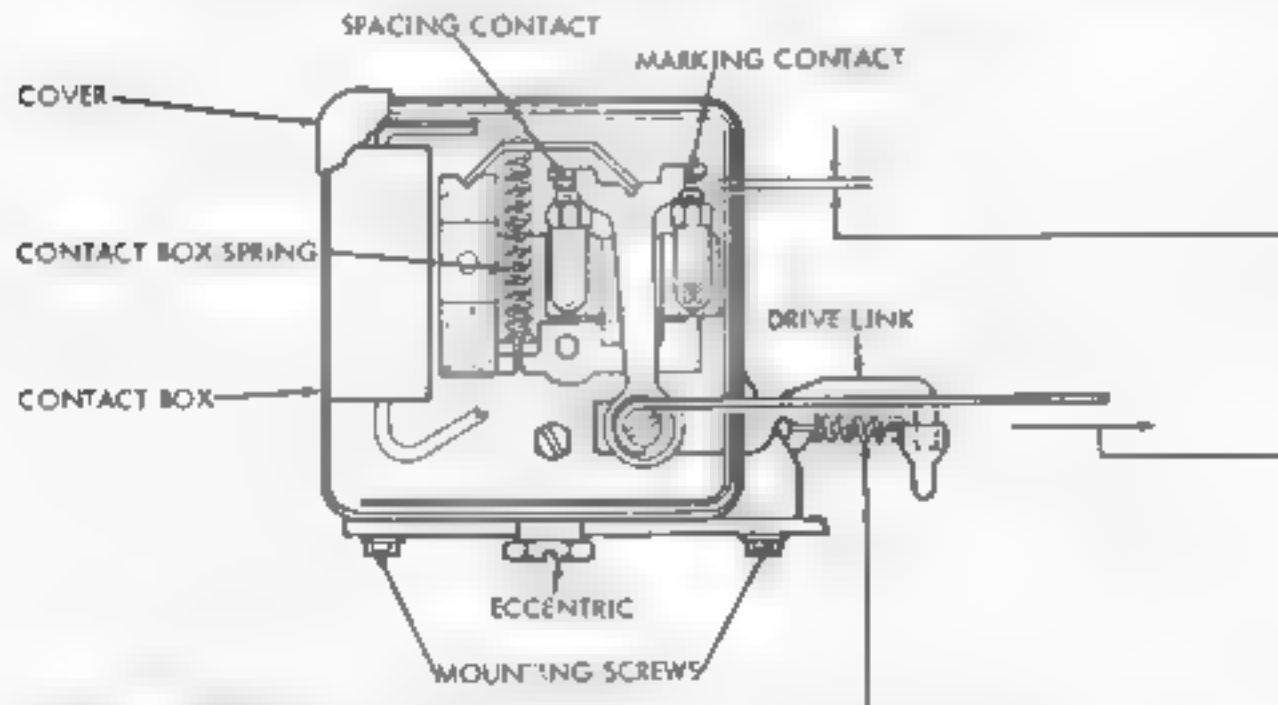
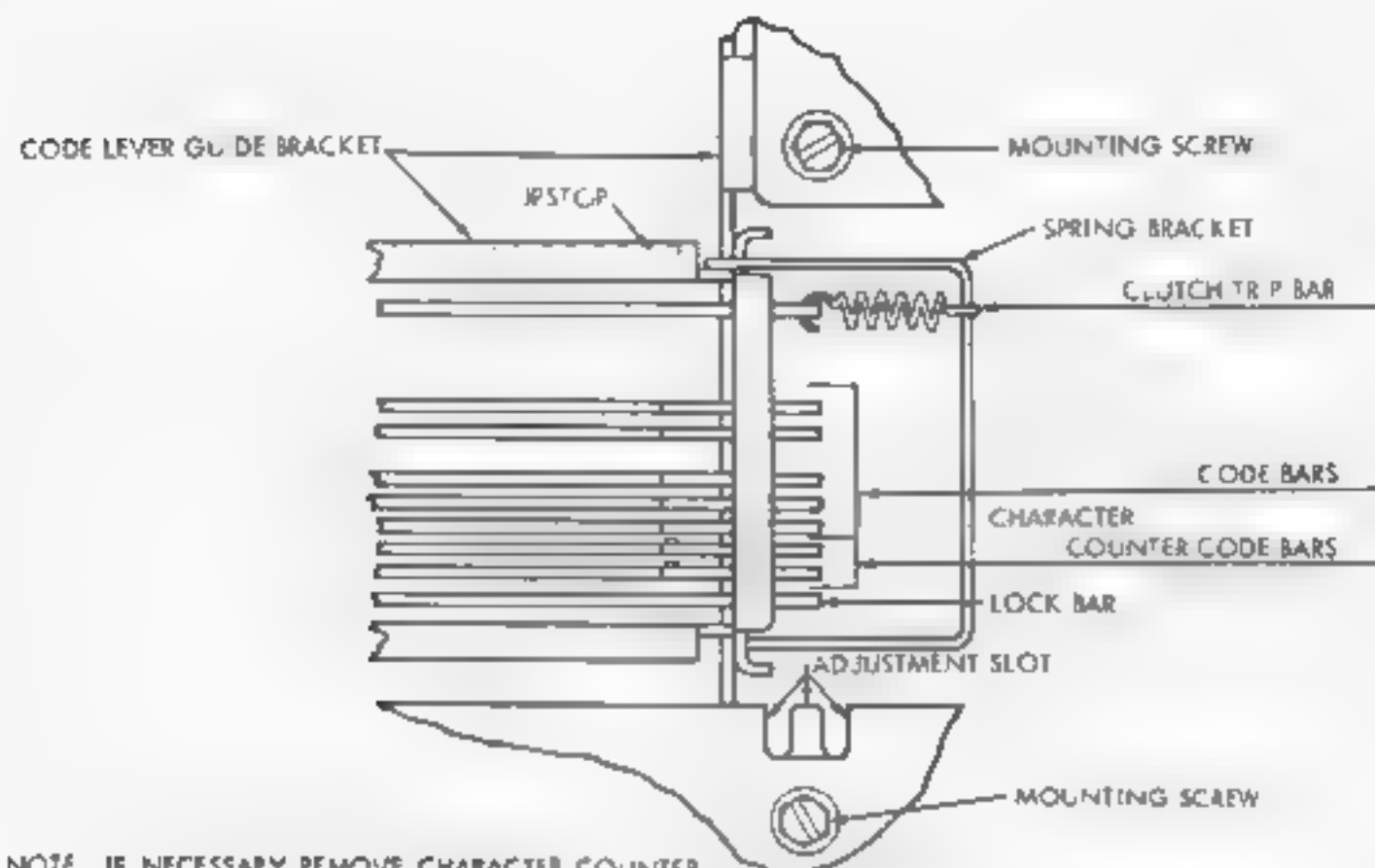
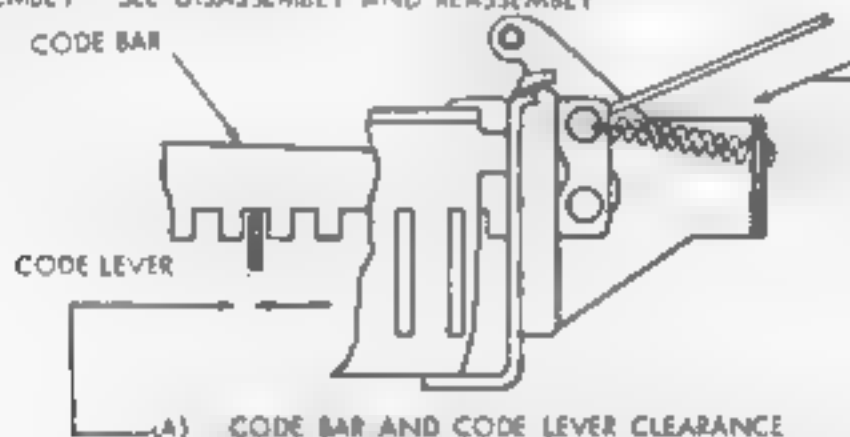


FIGURE 1-4. TRANSFER BAIL AND CONTACT BOX MECHANISMS



NOTE IF NECESSARY REMOVE CHARACTER COUNTER ASSEMBLY SEE DISASSEMBLY AND REASSEMBLY



(A) CODE BAR AND CODE LEVER CLEARANCE

REQUIREMENT

CARRIAGE RETURN KEY DEPRESSED BUT NOT ENOUGH TO TRIP OFF UNIVERSAL BAIL LATCH OR CLUTCH BAR

MIN. 0.006 INCH

MAX. 0.017 INCH

MEASURE AT CODE BAR #3

TO ADJUST

POSITION GUIDE BY ADJUSTING SLOT WITH FOUR MOUNTING SCREWS LOOSENED.

(B) CLUTCH TRIP BAR SPRING TENSION

REQUIREMENT

BLANK KEY DEPRESSED TO ALLOW THE CLUTCH TRIP BAR TO FALL TO RIGHT

SPRING UNHOOKED FROM BRACKET

MIN. 8 OZS.

MAX. 12 OZS.

TO PULL SPRING TO INSTALLED LENGTH

(C) CODE BAR SPRING TENSION

REQUIREMENT

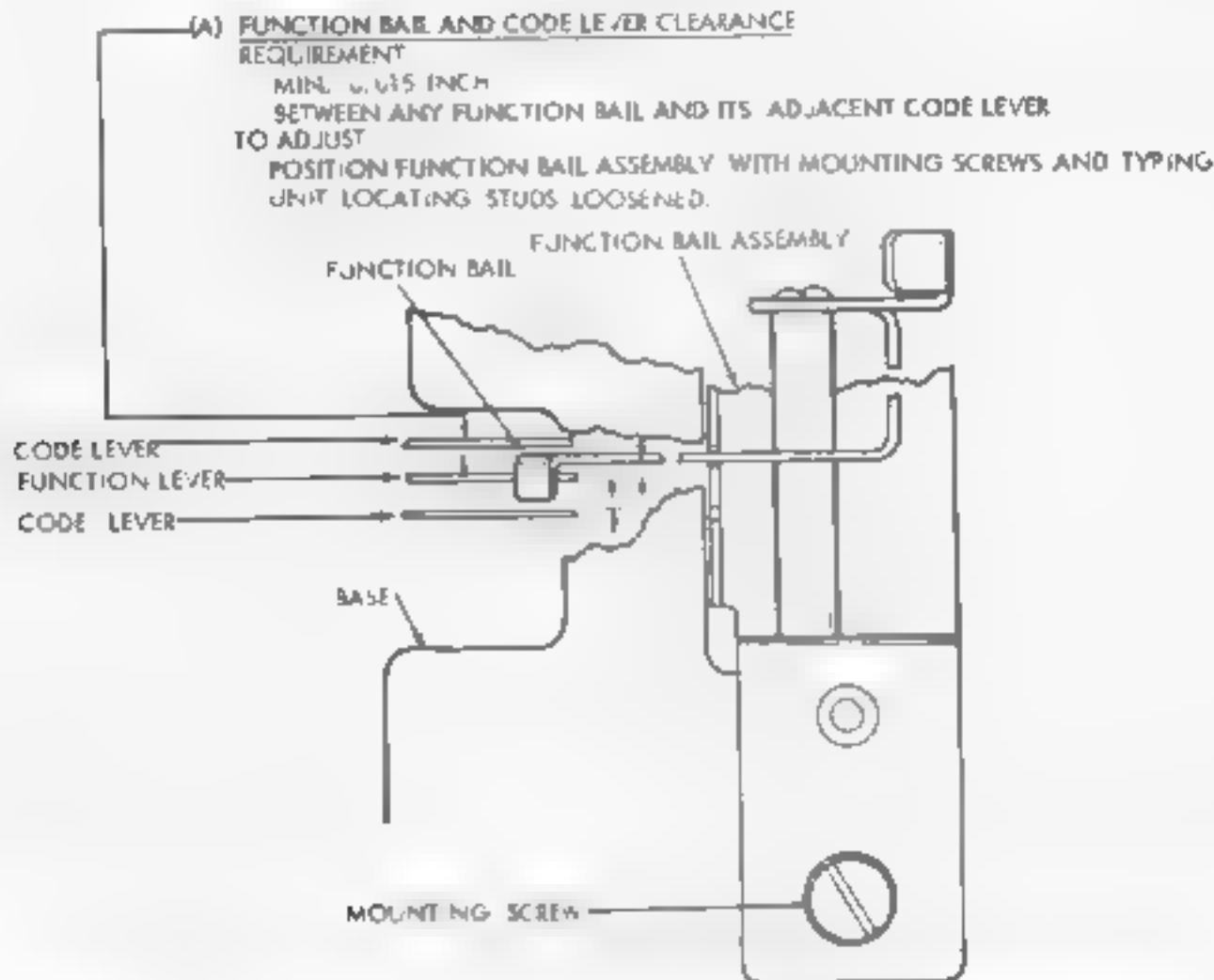
KEYBOARD IN K POSITION, LETTERS KEYLEVER DEPRESSED (POWER OFF) HOLD TRANSFER LEVERS (REF. FIGURE 1-15) TO THE RIGHT SO THEY DO NOT AFFECT THE CODE BARS.

MIN. 3 OZS.

MAX. 5 OZS.

TO START CODE BAR MOVING.

FIGURE 1-5. CODE BAR AND CODE LEVER MECHANISM



NOTE

THIS ADJUSTMENT SHOULD NOT BE MADE UNTIL LOCK BALL CHANNEL HAS BEEN DISASSEMBLED

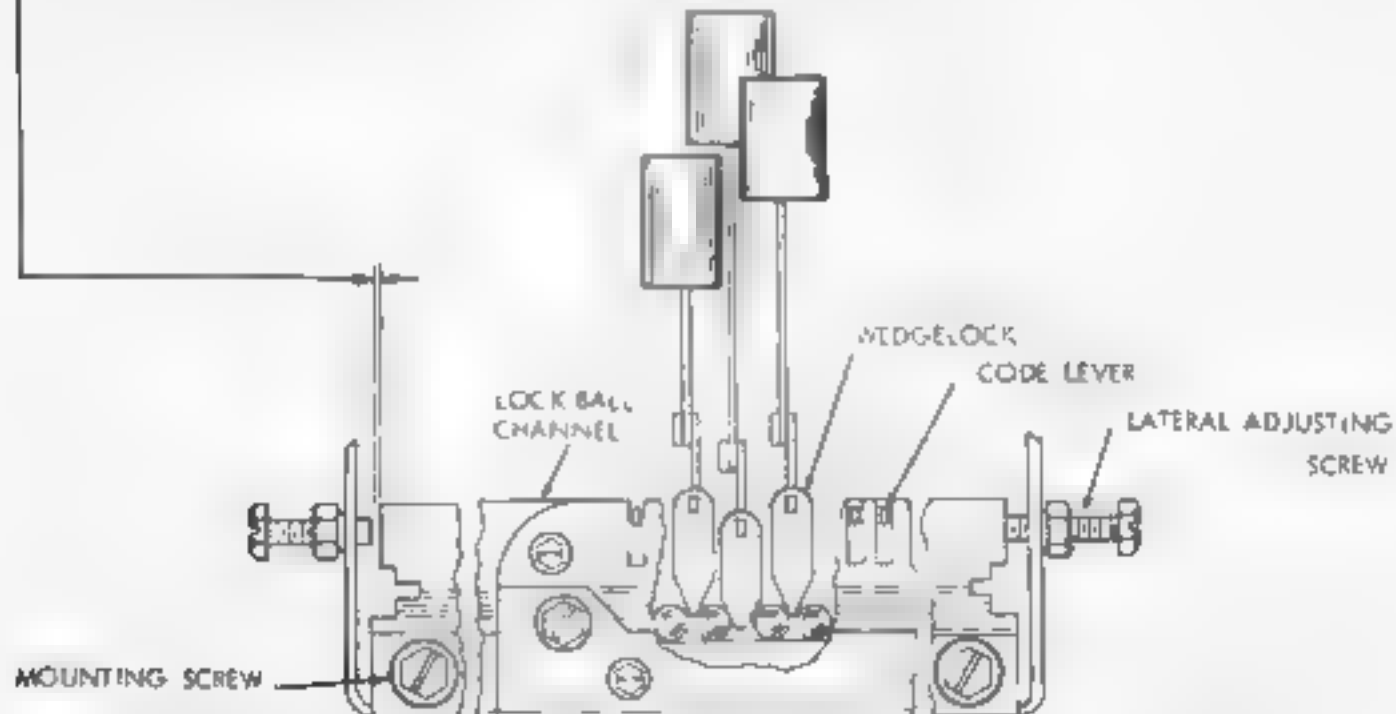
(B) LOCK BALL CHANNEL

REQUIREMENT

THERE SHOULD BE SOME TO 0.006 INCH CLEARANCE BETWEEN END OF LOCK BALL CHANNEL AND ADJUSTING SCREW WHEN MOST OF THE CODE LEVERS ARE CENTRALLY LOCATED IN THE LOCK BALL CHANNEL SLOTS

TO CHECK

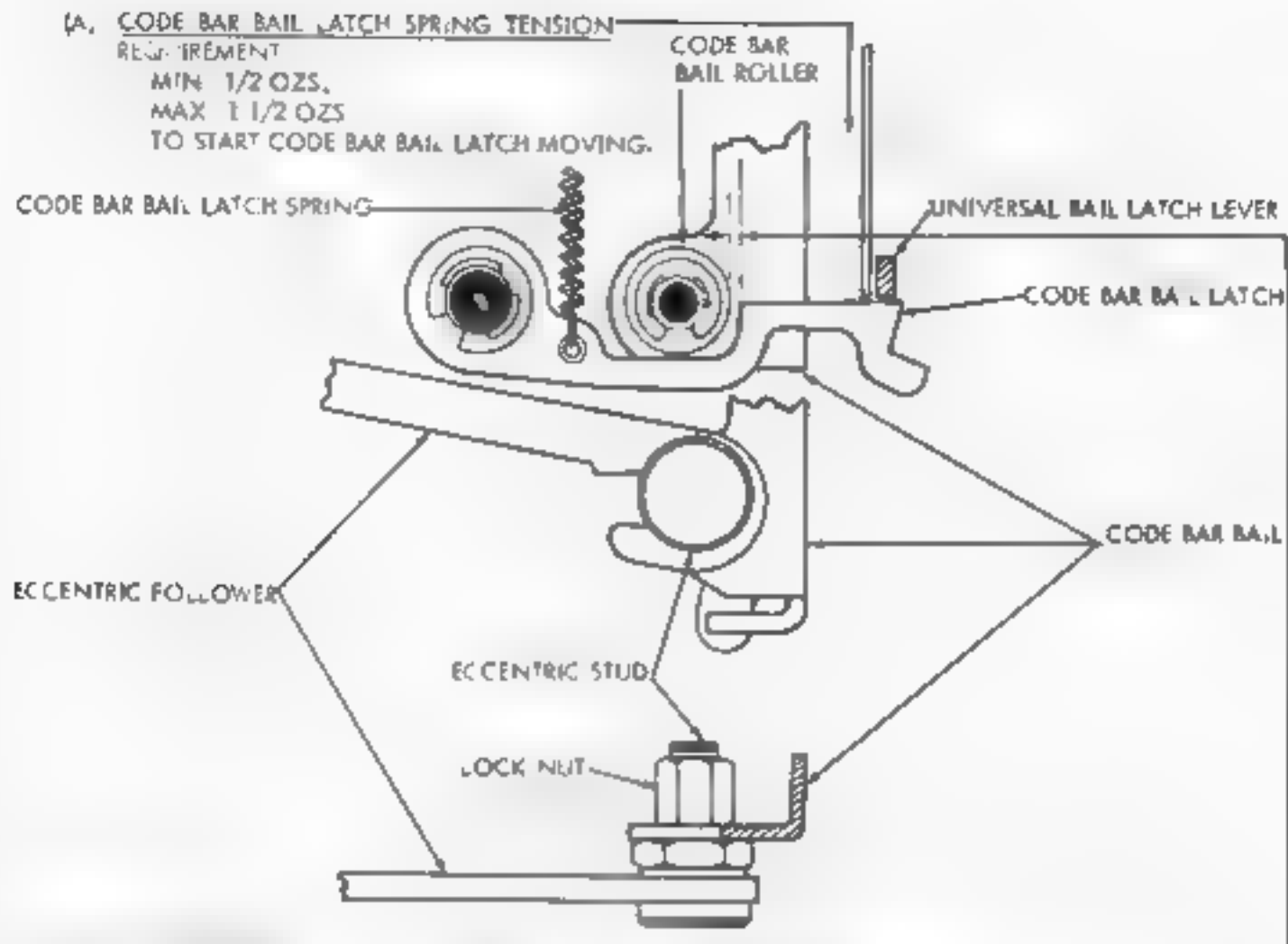
REMOVE THE LOCK BALL RETAINER. REMOVE A WEDGE FROM EACH END AND ONE FROM THE CENTER IN ORDER TO VIEW THE POSITION OF THE CODE LEVER



TO ADJUST

LOOSEN THE LOCK BALL CHANNEL MOUNTING SCREWS. BACK OFF LATERAL ADJUSTING SCREWS AND POSITION CHANNEL. TURN ONE ADJUSTING SCREW IN AGAINST THE END OF THE CHANNEL AND LOCK IT. TURN THE OTHER ADJUSTING SCREW IN TO THE END OF THE CHANNEL AND BACK IT OFF 1/4 TURN. LOCK THE SCREW. REPLACE THE WEDGES AND CHECK THEIR POSITION WITH RESPECT TO THE BALLS. PULL CHANNEL ASSEMBLY DOWNWARD UNTIL ALL CODE LEVERS STRIKE THEIR UPSTOP WITHOUT WEDGES JUMPING OUT OF POSITION. REPLACE LOCK BALL RETAINER. BACK OFF BALL ENDPLAY ADJUSTING SCREW

FIGURE 3-4. FUNCTION BAIL, WEDGELOCK AND BALL TRACK MECHANISM

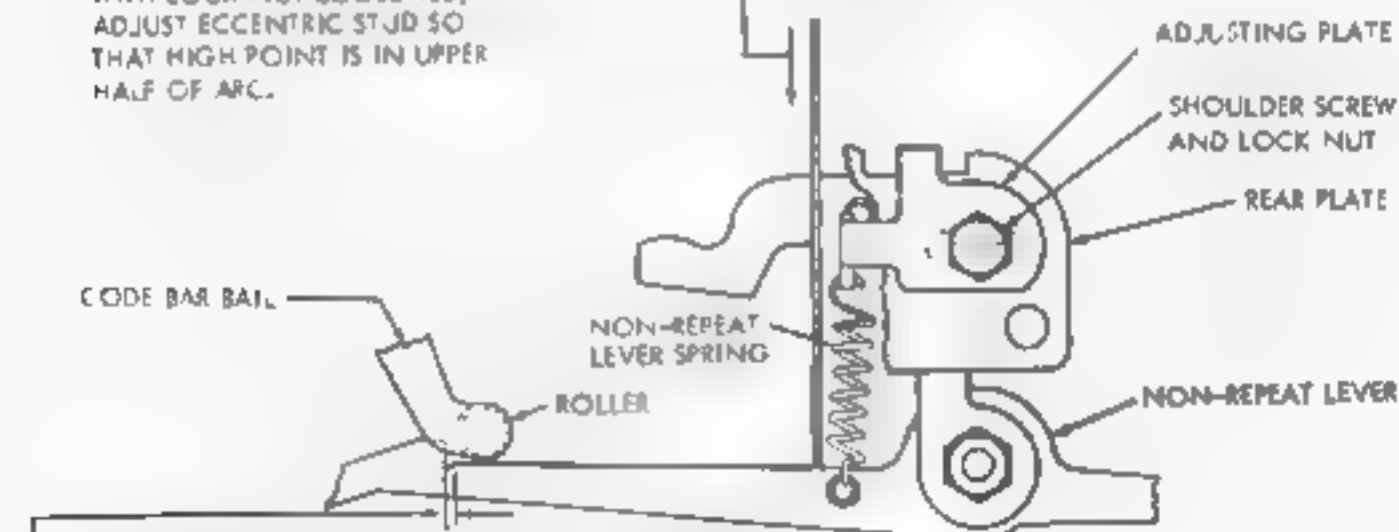


(B) CODE BAR BAIL
 REQUIREMENT

CAM ECCENTRIC AND ARM WHICH HOLD THE BAIL IN EXTREME RESET POSITION TO THE LEFT.
 MIN. SOME
 MAX. 0.006 INCH
 BETWEEN CODE BAR BAIL ROLLER AND CODE BAR BAIL LATCH
 TO ADJUST
 WITH LOCK NUT LOOSENED,
 ADJUST ECCENTRIC STUD SO
 THAT HIGH POINT IS IN UPPER
 HALF OF ARC.

(C) NON-REPEAT LEVER SPRING TENSION
 REQUIREMENT

ANY KEYLEVER DEPRESSED
 MIN. 2 OZS.
 MAX. 3-1/4 OZS
 TO START NON-REPEAT LEVER MOVING
 DOWNWARD.



(D) CODE BAR BAIL AND NON-REPEAT LEVER CLEARANCE
 REQUIREMENT

MECHANISM IN INITIAL TRIP-OFF POSITION, ANY KEY DEPRESSED,
 NO POWER
 MIN. 0.006 INCH
 MAX. 0.020 INCH
 BETWEEN ROLLER OF CODE BAR BAIL AND NON-REPEAT LEVER PICK-UP STEP
 TO ADJUST
 LOOSEN LOCK NUT AND SHOULDER SCREW AND MOVE MECHANISM
 LEFT OR RIGHT

FIGURE 1-7. CODE BAR BAIL AND NON-REPEAT LEVER MECHANISMS

NOTE REMOVE KEYBOARD HOOD IN ORDER TO MAKE THIS ADJUSTMENT. SEE D'S ASSEMBLY AND REASSEMBLY

(A) BALL WEDGELOCK AND BALL TRACK CLEARANCE (PRELIMINARY)

REQUIREMENT

CLEARANCE BETWEEN TIP OF WEDGE AND THE TRACK
MIN. 0.005 INCH---MAX. 0.015 INCH AND EQUAL WITHIN 0.005 INCH.

TO CHECK

DEPRESS "Q" AND "P" KEYLEVER ALTERNATELY WITH 32 OZS PRESSURE AND MEASURE CLEARANCE IN EACH INSTANCE. THERE SHOULD BE NO CLEARANCE BETWEEN LOWER EDGE OF CODE LEVER EXTENSIONS AND BOTTOM OF SLOTS IN WEDGES.

TO ADJUST

POSIT ON BALL TRACK UP OR DOWN WITH THE TWO MOUNTING SCREWS LOOSENED.

(B) LOCK BALL END PLAY (PRELIMINARY)

REQUIREMENT

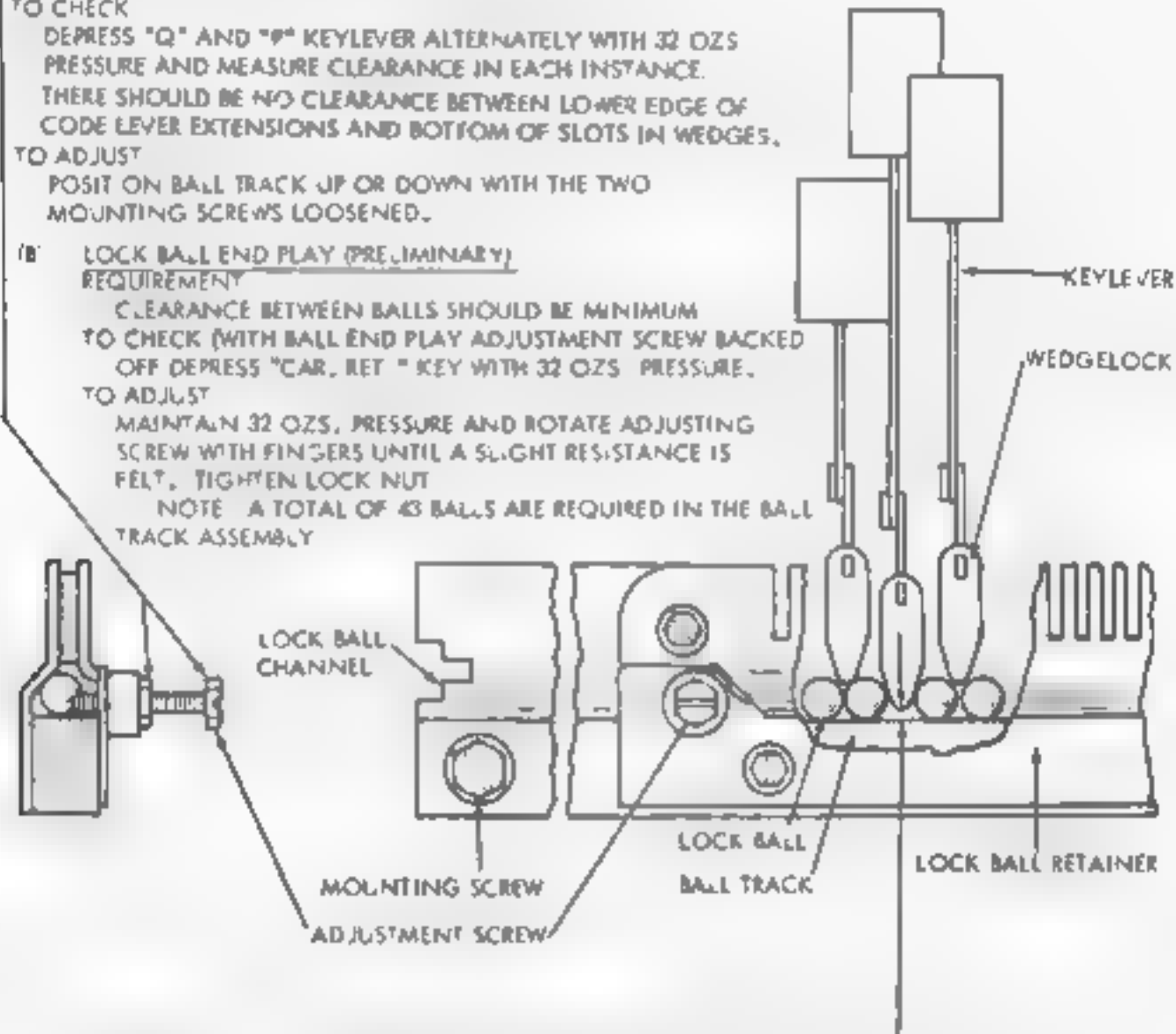
CLEARANCE BETWEEN BALLS SHOULD BE MINIMUM

TO CHECK (WITH BALL END PLAY ADJUSTMENT SCREW BACKED OFF DEPRESS "CAR. RET." KEY WITH 32 OZS PRESSURE.

TO ADJUST

MAINTAIN 32 OZS. PRESSURE AND ROTATE ADJUSTING SCREW WITH FINGERS UNTIL A SLIGHT RESISTANCE IS FELT. TIGHTEN LOCK NUT

NOTE A TOTAL OF 43 BALLS ARE REQUIRED IN THE BALL TRACK ASSEMBLY



(F) BALL WEDGELOCK BALL END-PLAY AND UNIVERSAL BALL LATCH (IF NAL) PERFORM THIS ADJUSTMENT FOLLOWING (E) ON PAGE 1-10

REQUIREMENT (UNDER POWER)

1. TRIP-OFF PRESSURE OF ANY CENTER ROW KEY SHOULD BE MIN. 2 OZS.---MAX. 5 OZS
 2. APPLY 5-1/2 OZS. PRESSURE PERPENDICULAR TO "A" KEY, DEPRESS EACH KEY IN THIRD ROW, THE "A" KEY SHOULD TRIP EACH TIME A KEY IS RELEASED
 3. REPEAT 2 WITH THE 5-1/2 OZS. PRESSURE ON "CAR. RET." KEY
 4. THE CLUTCH SHOULD NOT TRIP WHEN TWO KEYS ARE DEPRESSED SIMULTANEOUSLY
 5. APPLY 4-1/4 OZS. TO "SPACE BAR," DEPRESS "CAR. RET." KEY AND LIFT FINGER FROM KEY HORIZONTALLY. THE "SPACE BAR" SHOULD TRIP EACH TIME "CAR. RET." IS RELEASED
- NOTE---IF UNIT IS EQUIPPED FOR REPEAT-SPACE OPERATION, DISREGARD MULTIPLE SPACE OPERATIONS.

TO ADJUST

IF NECESSARY REFINES BALL WEDGE LOCK AND BALL TRACK CLEARANCE (PRELIMINARY) LOCK BALL END PLAY (PRELIMINARY), UNIVERSAL BALL LATCH LEVER (PRELIMINARY) AND UNIVERSAL BALL EXTENSION

FIGURE 1-8. KEYBOARD, WEDGELOCK AND BALL TRACK MECHANISM

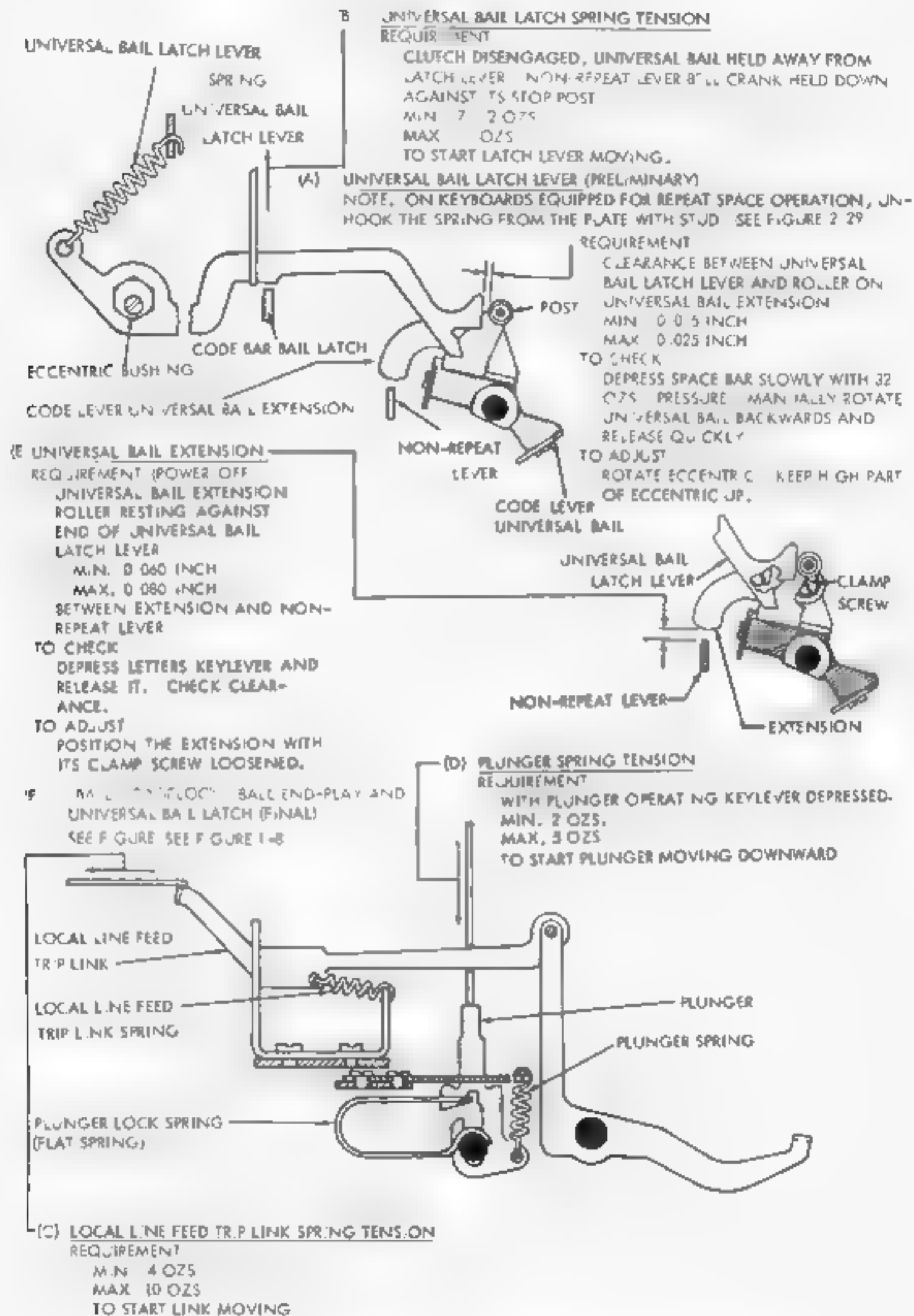


FIGURE 1-9. UNIVERSAL BAIL LATCH LEVER AND LOCAL LINE FEED TRIP LINK MECHANISMS

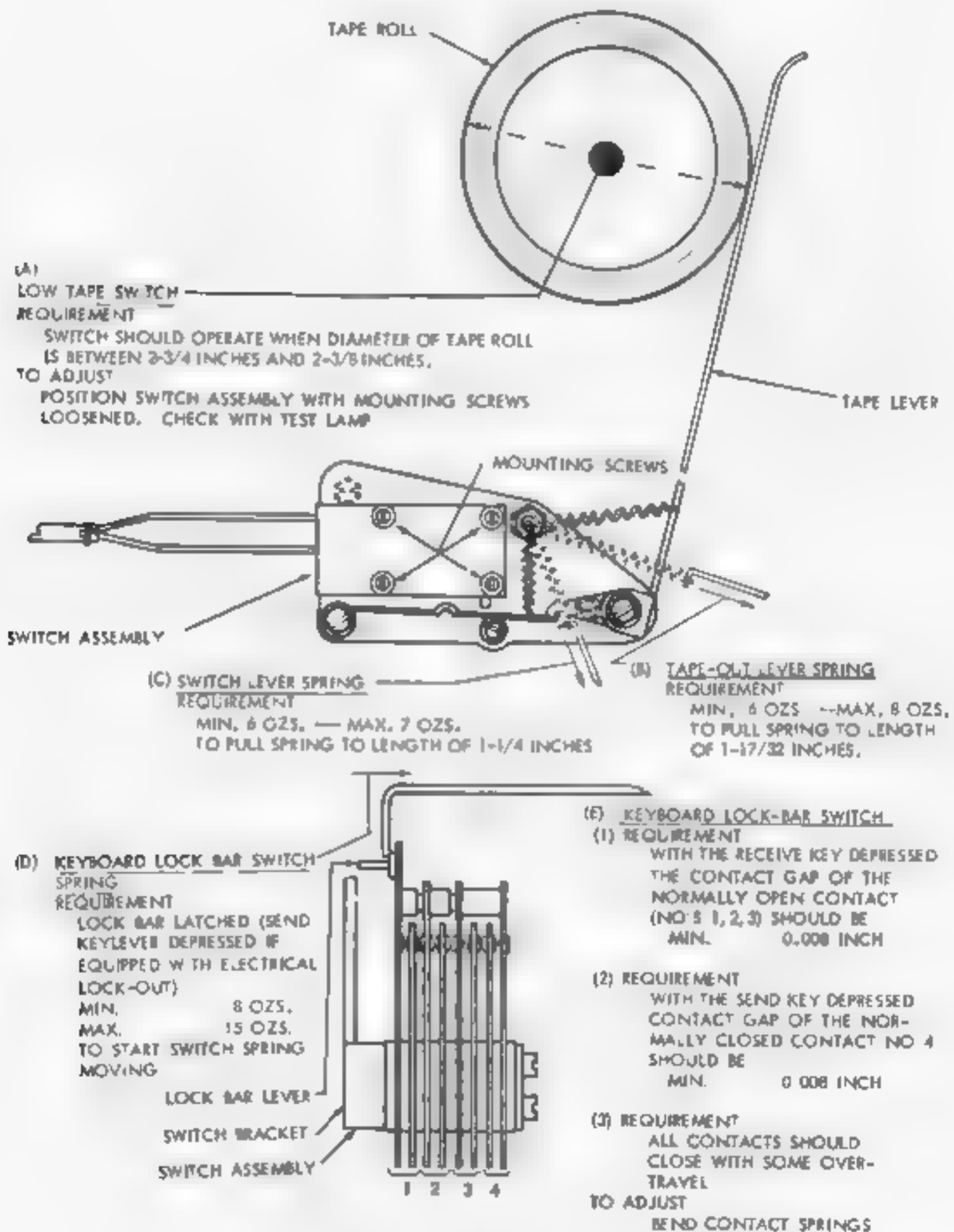
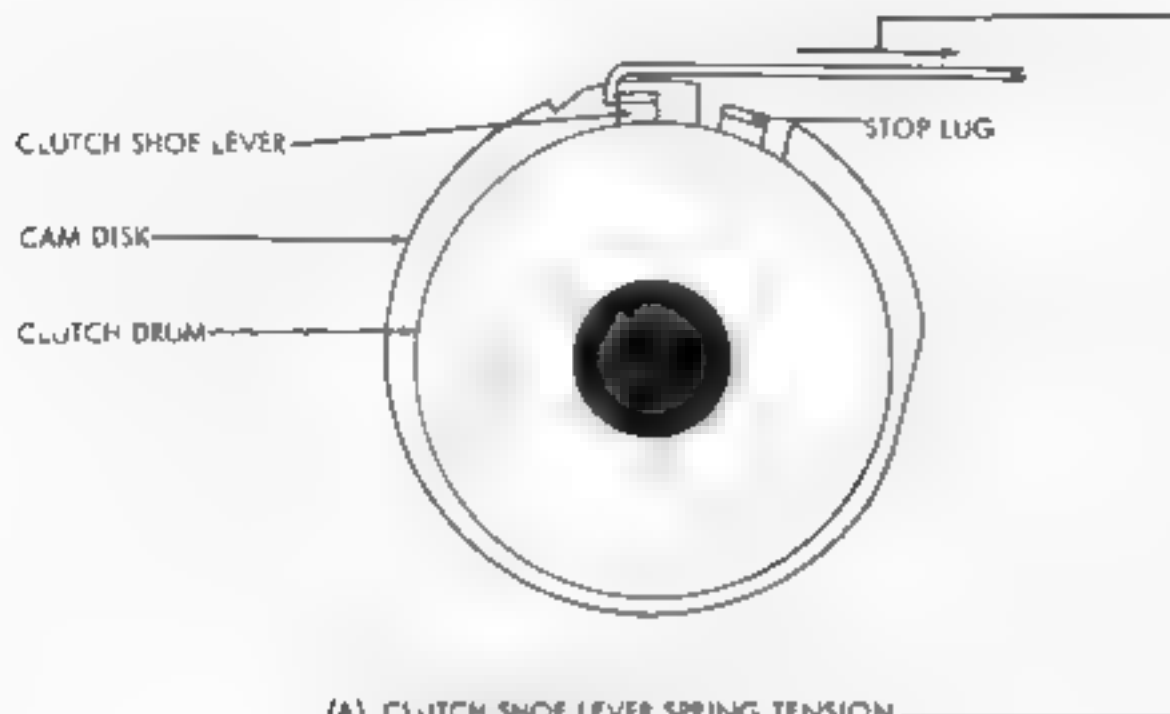
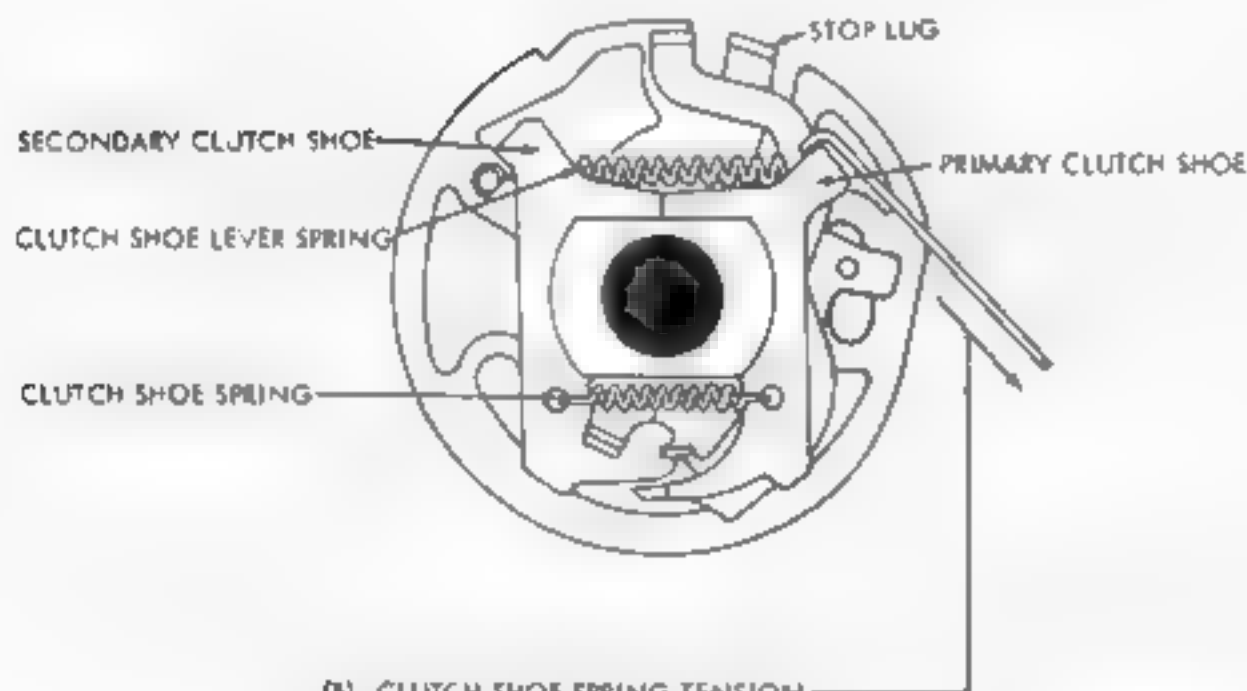


FIGURE 1 10. TAPE-OUT SWITCH AND KEYBOARD LOCK-BAR SWITCH



- (A) CLUTCH SHOE LEVER SPRING TENSION
 REQUIREMENT
 CLUTCH ENGAGED.
 CAM DISK HELD TO PREVENT TURNING.
 MIN. 15 OZS
 MAX. 20 OZS
 TO MOVE SHOE LEVER IN CONTACT WITH STOP LUG



- (B) CLUTCH SHOE SPRING TENSION
 NOTE
 IN ORDER TO CHECK THIS SPRING TENSION, IT IS NECESSARY TO REMOVE THE CLUTCH FROM THE MAIN SIGNAL GENERATOR DRIVE SHAFT. THEREFORE, IT SHOULD NOT BE CHECKED UNLESS THERE IS GOOD REASON TO BELIEVE THAT IT DOES NOT MEET ITS REQUIREMENT.
 REQUIREMENT
 CLUTCH DRUM REMOVED.
 MIN. 3 OZS
 MAX. 5 OZS
 TO START PRIMARY SHOE MOVING AWAY FROM SECONDARY SHOE AT POINT OF CONTACT

FIGURE 1-11. SIGNAL GENERATOR CLUTCH MECHANISM

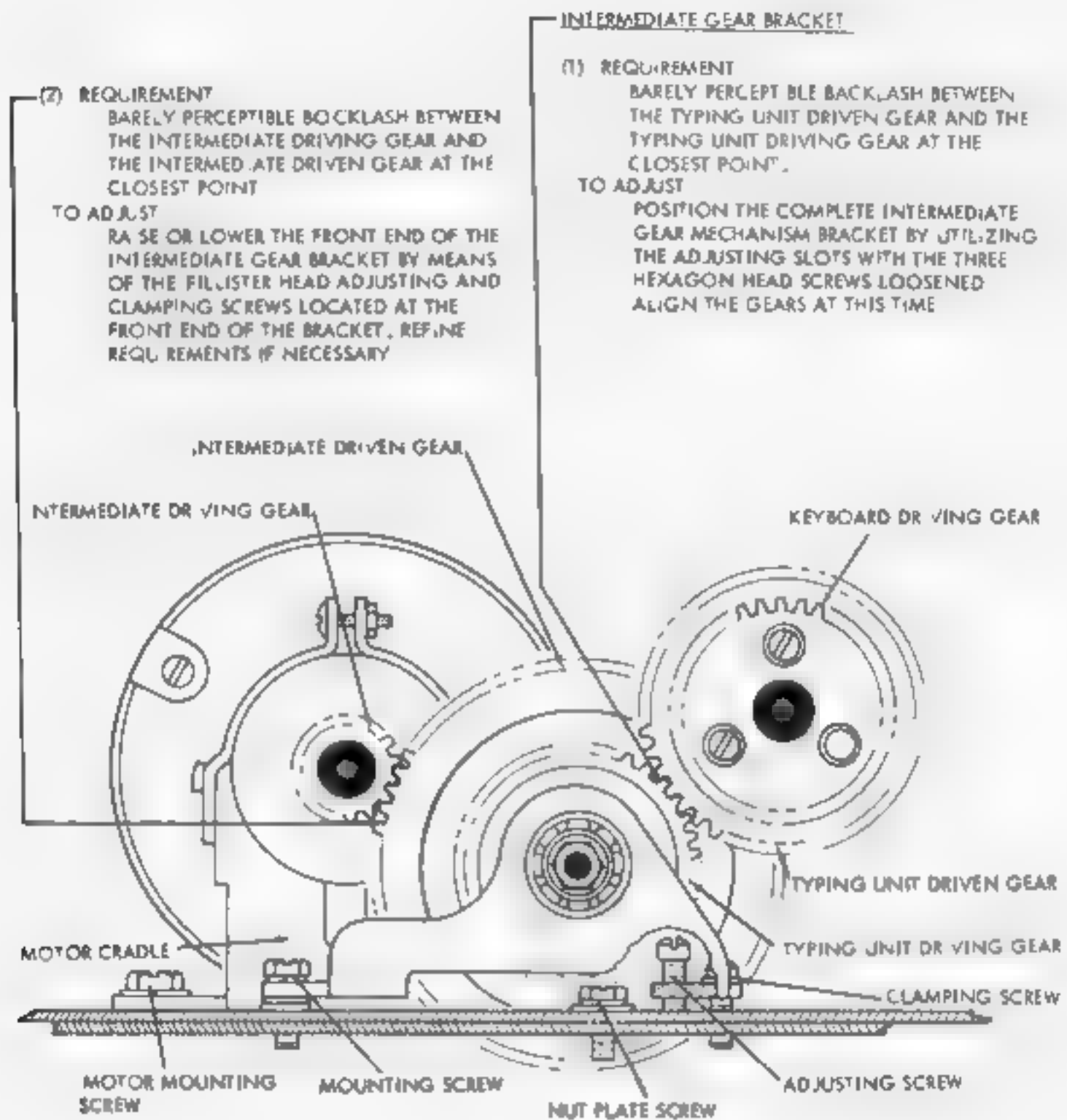


FIGURE 1-12. TYPING UNIT AND MOTOR PINION INTERMEDIATE GEAR ASSEMBLY

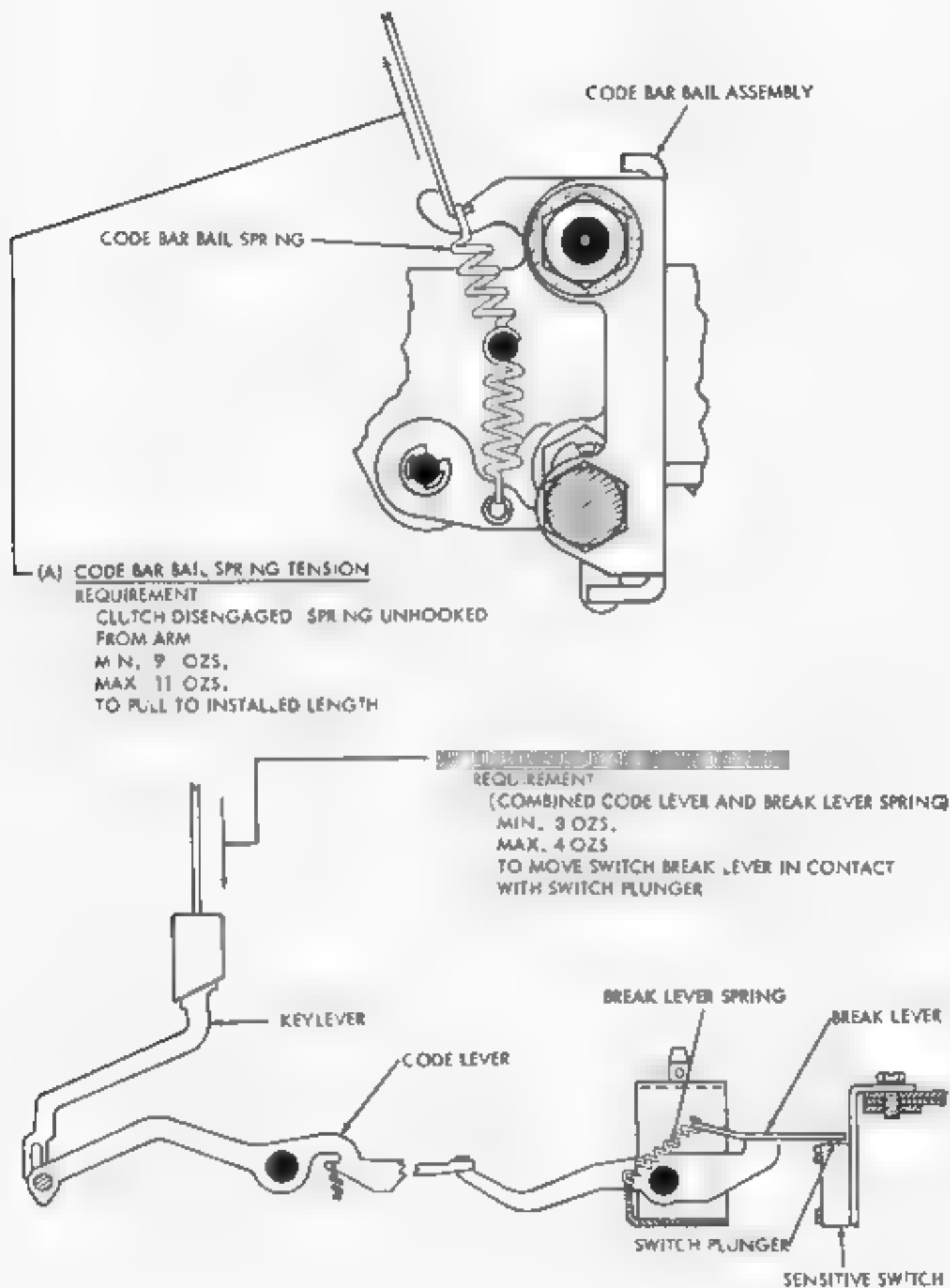


FIGURE 1-13 CODE BAR BAIL AND LINE BREAK LEVER

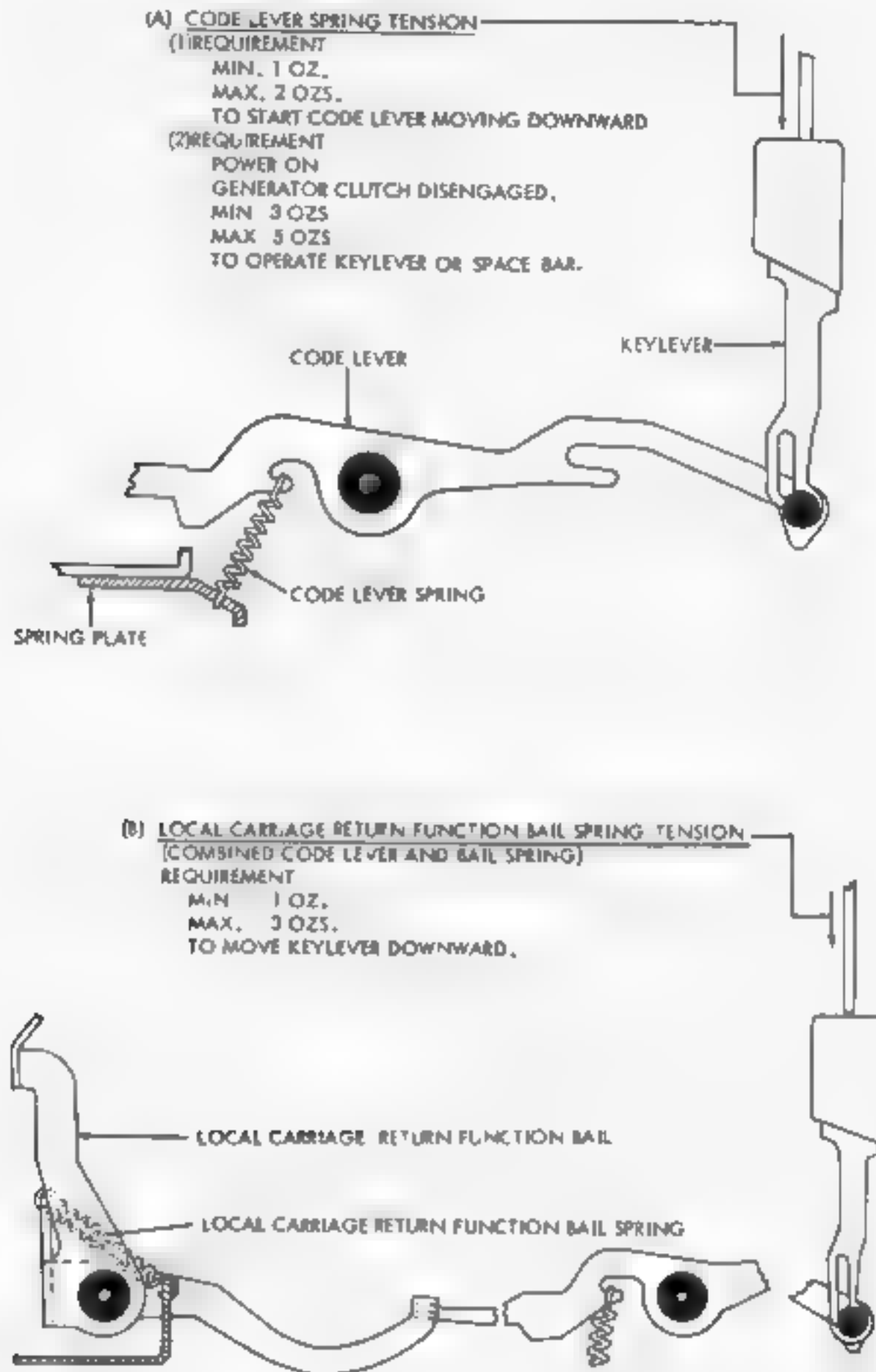


FIGURE 1-14 CODE LEVER AND LOCAL CARRIAGE RETURN FUNCTION BAIL MECHANISM.

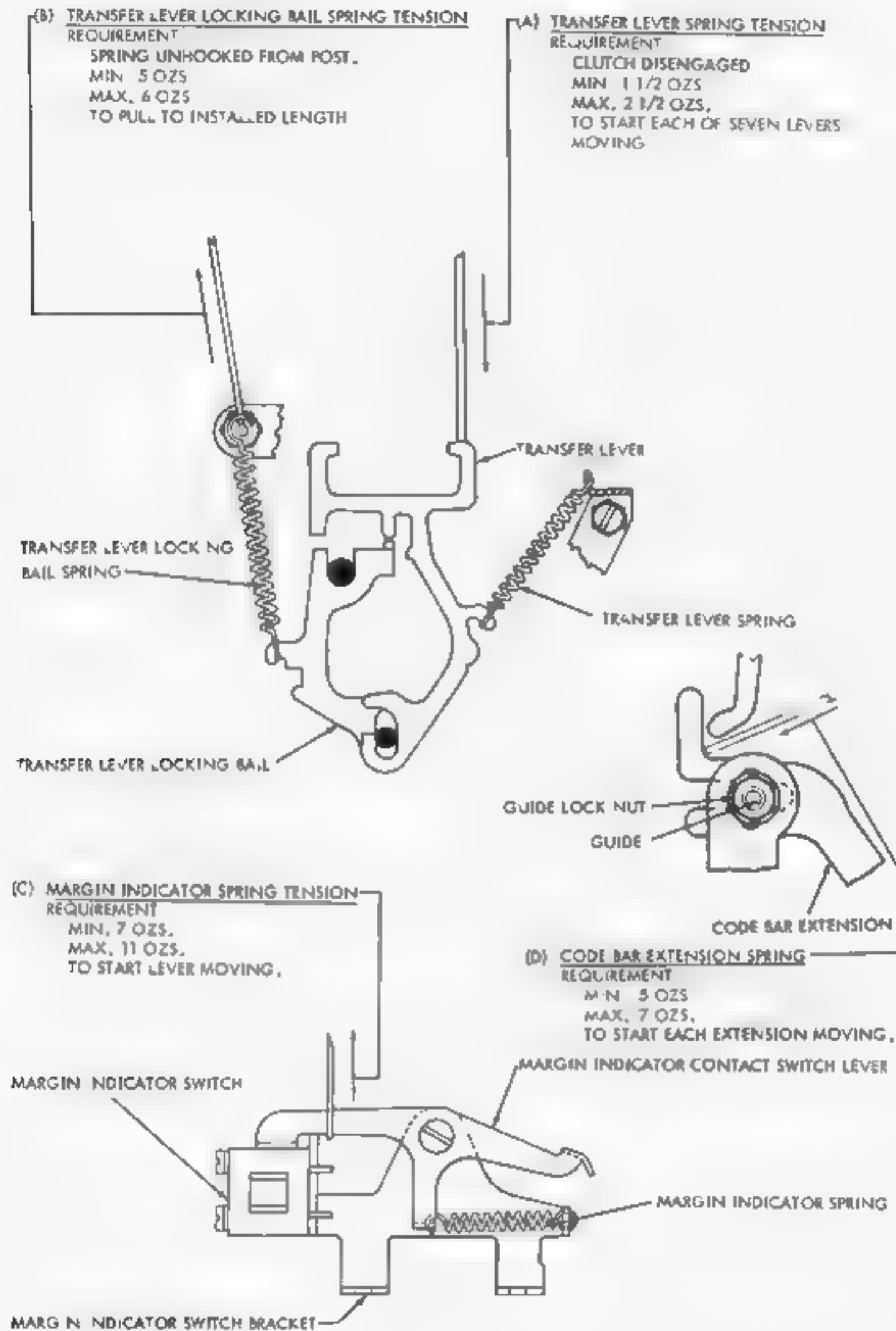


FIGURE 1-15 TRANSFER LEVER AND MARGIN INDICATOR MECHANISMS

3. PERFORATOR UNIT (TYPING OR NON-TYPING)

NOTE UNLESS OTHERWISE SPECIFIED, THESE ADJUSTMENTS APPLY TO BOTH TYPING AND NON-TYPING PERFORATOR.

(A) FUNCTION CLUTCH SHOE LEVER TO CHECK

- (1) DISENGAGE CLUTCH. MEASURE CLEARANCE
- (2) ALIGN HEAD OF CLUTCH DRUM MOUNTING SCREW WITH STOP LUG. ENGAGE CLUTCH. MANUALLY PRESS SHOE LEVER AND STOP LUG TOGETHER AND ALLOW TO SNAP APART. MEASURE CLEARANCE.

REQUIREMENT

CLEARANCE BETWEEN SHOE LEVER AND STOP LUG
MIN. 0.055 INCH — MAX. 0.085 INCH
GREATER WHEN CLUTCH IS ENGAGED (2) THAN WHEN DISENGAGED (1).

TO ADJUST

ENGAGE WRENCH OR SCREWDRIVER WITH LUG ON ADJUSTING DISK. ROTATE DISK WITH CLAMP SCREWS LOOSENED.

AFTER MAKING ADJUSTMENT, DISENGAGE CLUTCH. REMOVE DRUM MOUNTING SCREW. ROTATE DRUM IN NORMAL DIRECTION AND CHECK TO SEE IF IT DRAGS ON SHOE. IF IT DOES REFINES ADJUSTMENT

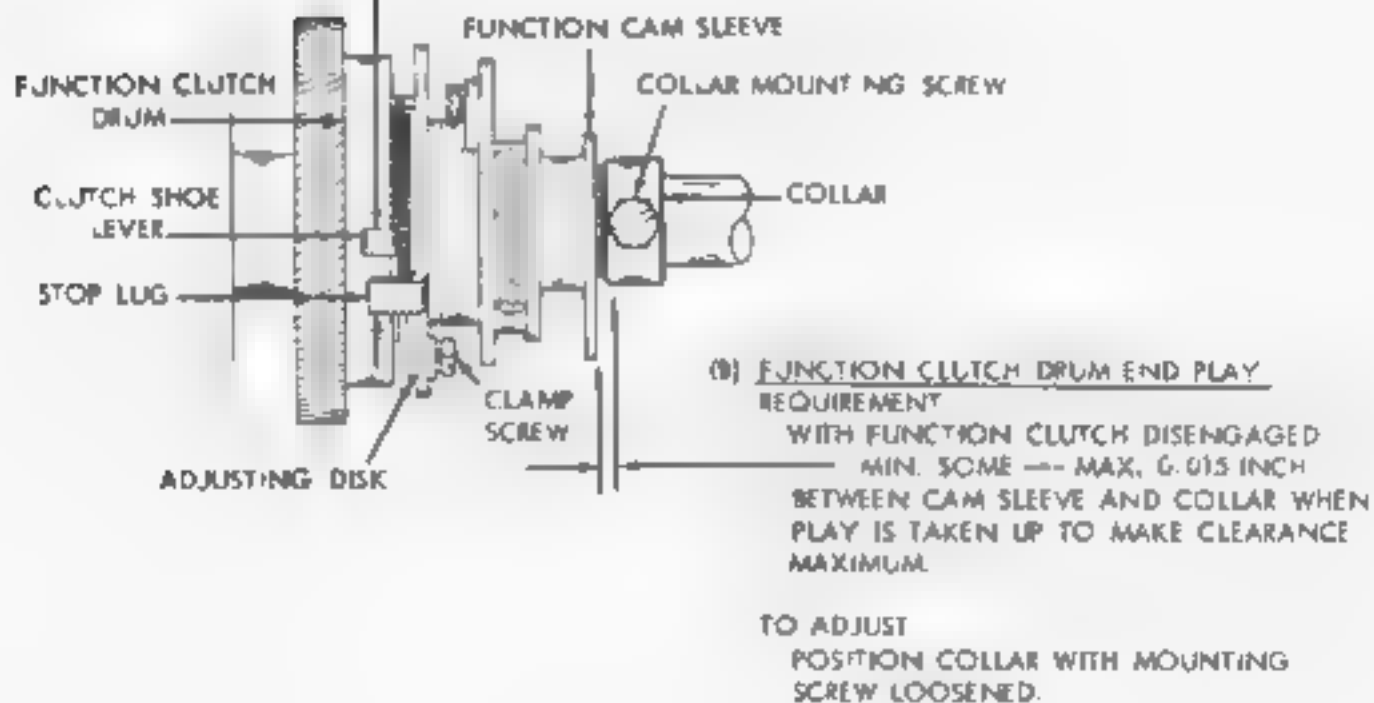


FIGURE 1-16. FUNCTION CLUTCH

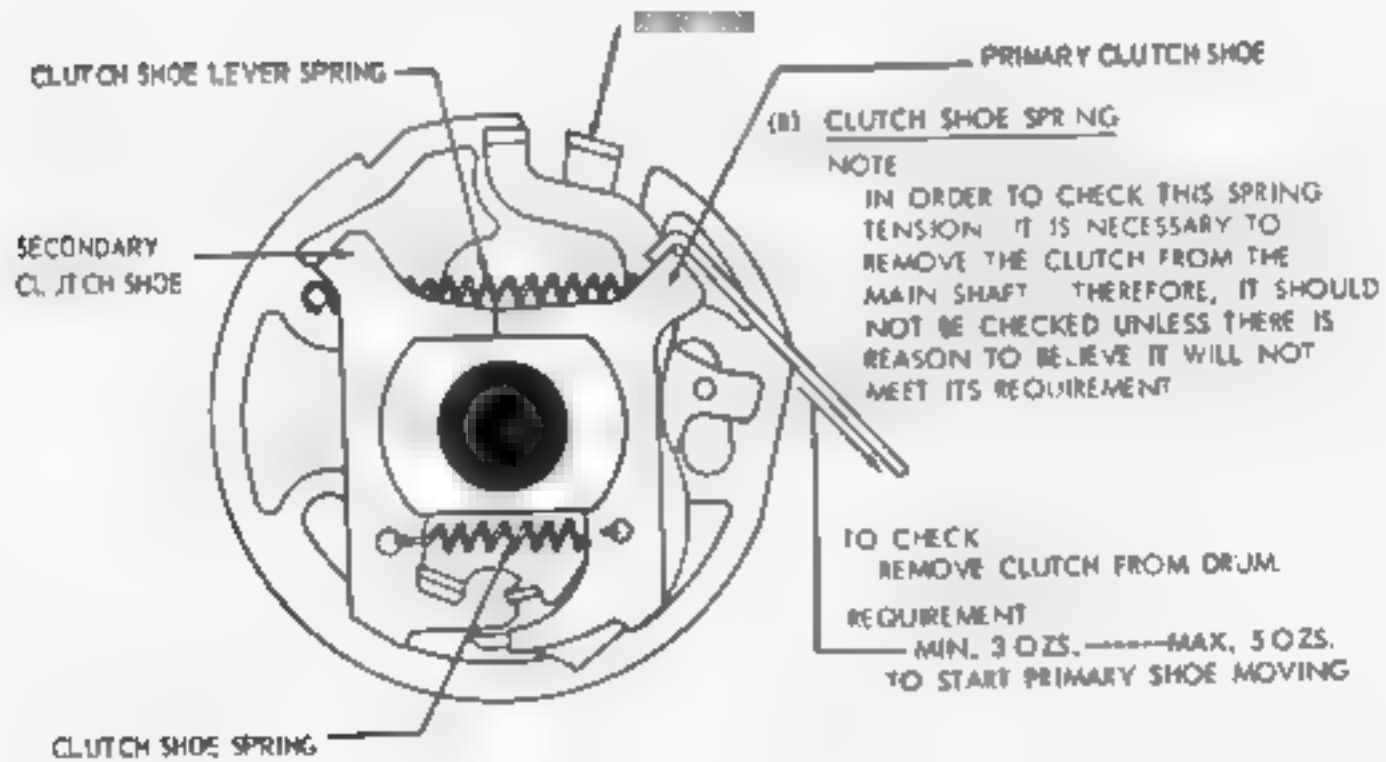
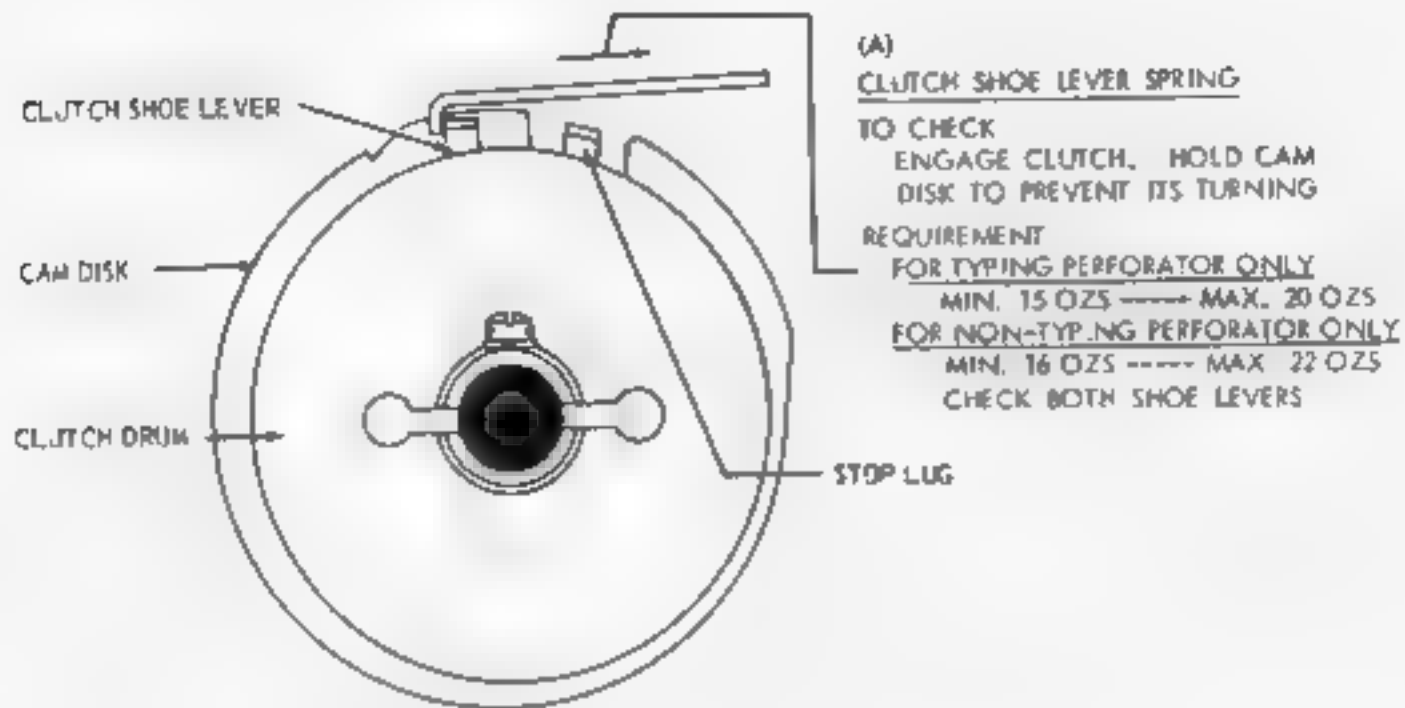


FIGURE 1-17 CLUTCH ASSEMBLIES

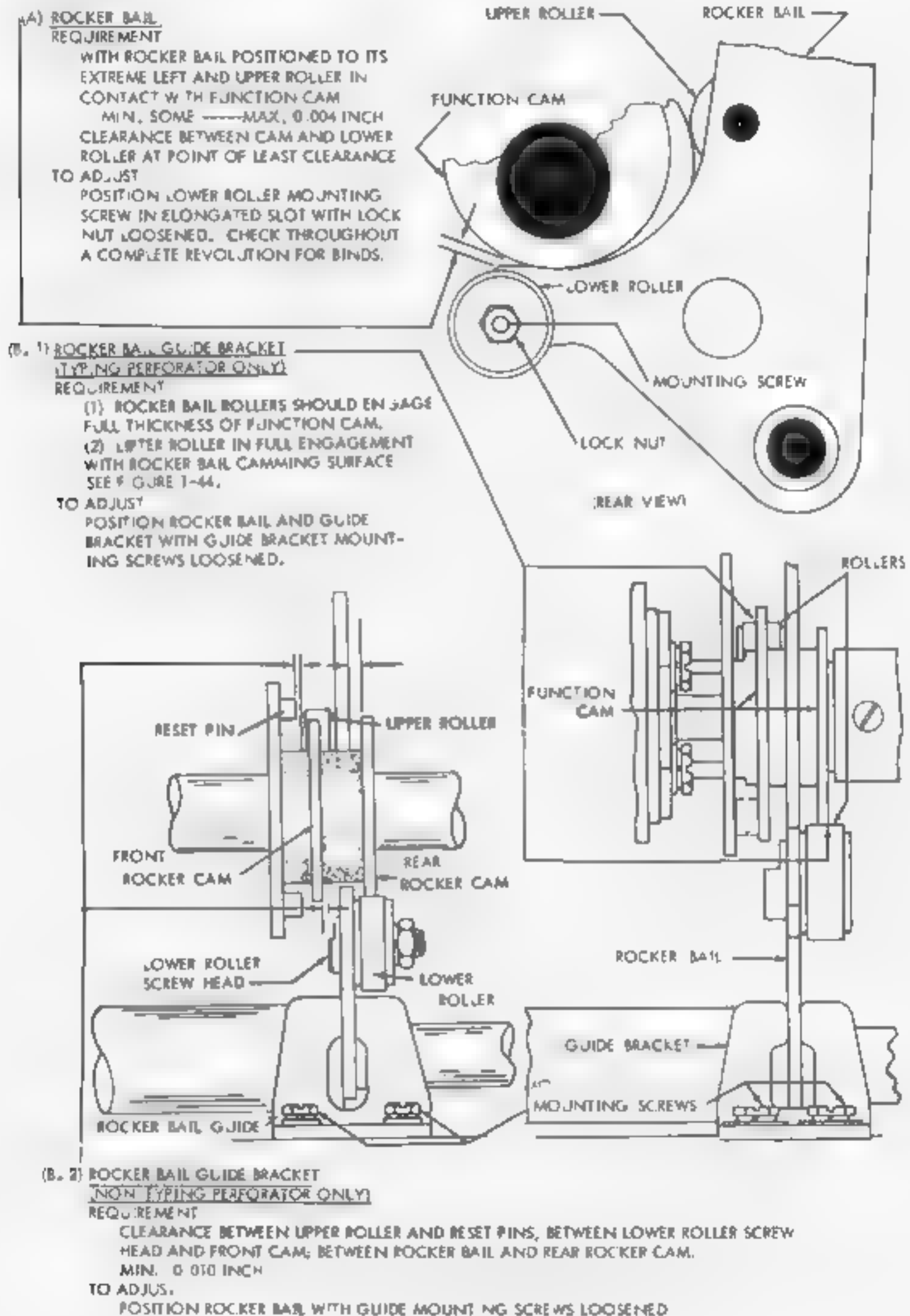
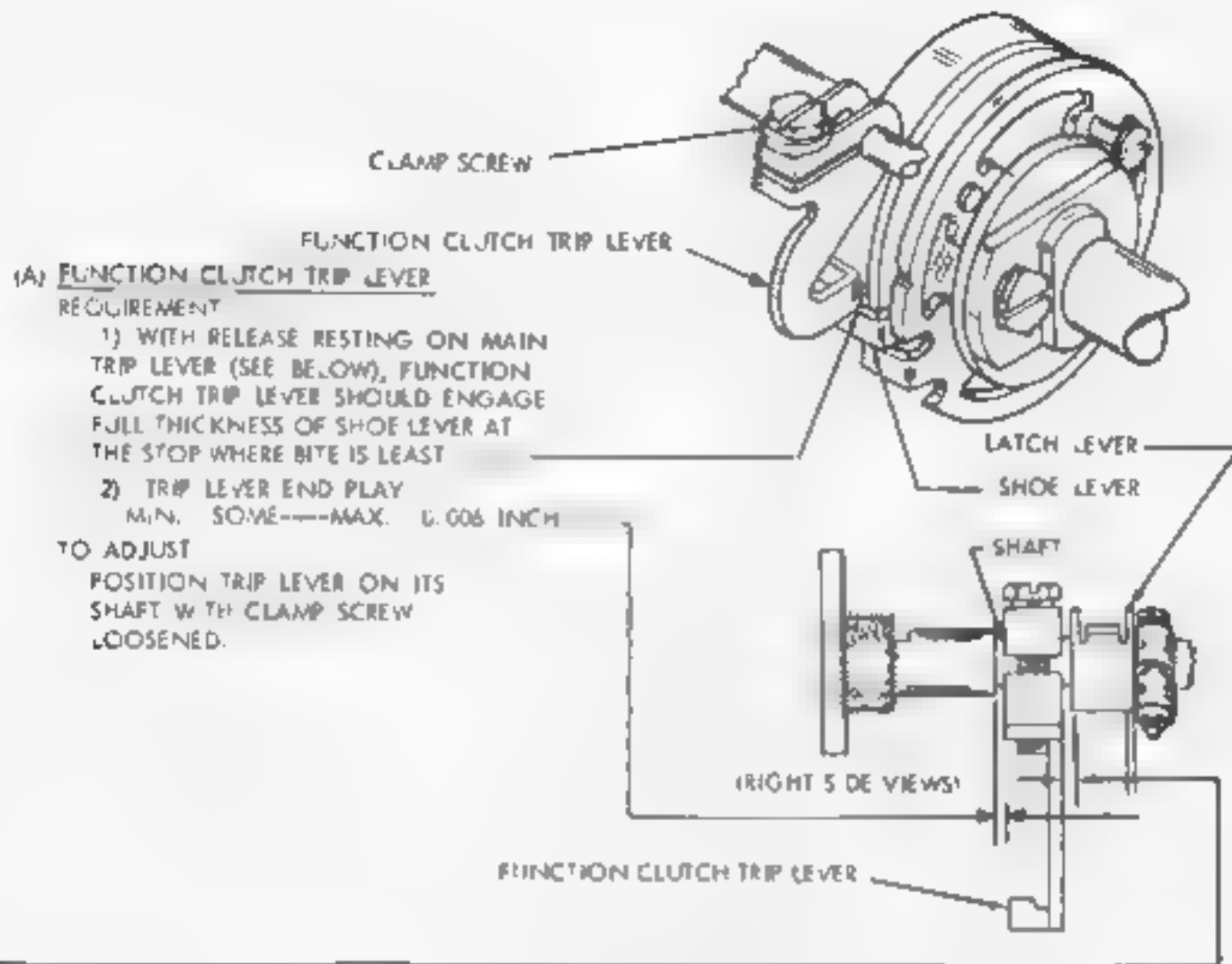


FIGURE 1-18 FUNCTION MECHANISM



(B) RESET ARM

TO CHECK

TRIP FUNCTION CLUTCH AND POSITION MAIN SHAFT SO THAT RESET ARM IS HELD IN ITS HIGHEST POSITION BY CAM

REQUIREMENT

- (1) CLEARANCE BETWEEN RELEASE AND MAIN TRIP LEVER

NON-TYPING
PERFORATOR

MIN. 0.005 INCH

MAX. 0.025 INCH

TYPING
PERFORATOR

0.005 INCH

0.030 INCH

- (2) LATCH LEVER END PLAY:

MIN. SOME

MAX. 0.010 INCH

TO ADJUST

POSITION RESET ARM ON ITS SHAFT WITH ITS CLAMP SCREW LOOSENED.

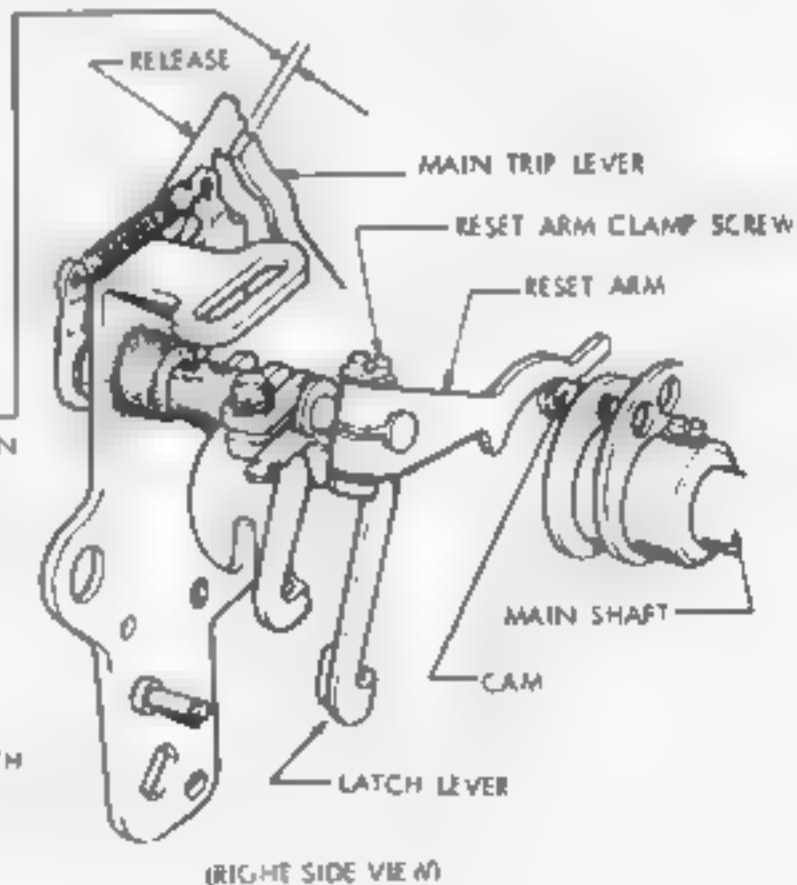


FIGURE 1-19 FUNCTION MECHANISM

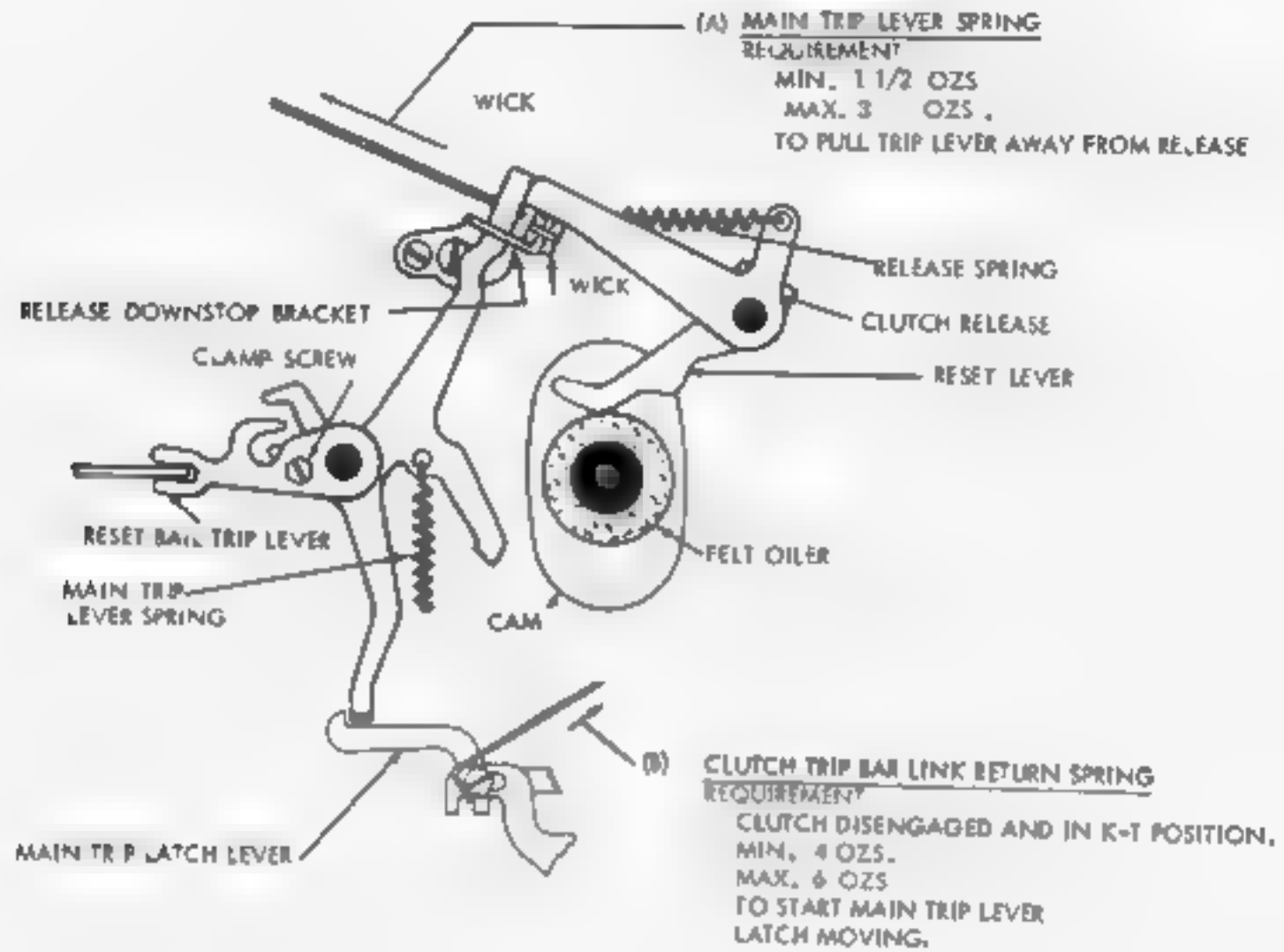


FIGURE 3-20. PERFORATOR TRIP LEVER MECHANISM

A) PUNCH POSITION

REQUIREMENT

PUNCH MOUNTING SCREWS CENTRALLY LOCATED IN ELONGATED MOUNTING HOLES

PUNCH SLIDE LATCHES SHALL BE VISUALLY HORIZONTAL WHEN ENGAGED WITH THE PUNCH SLIDES.

TO ADJUST

REMOVE THE MOUNTING SCREW AT THE LOWER EDGE OF THE PUNCH MECHANISM BACKPLATE. REMAINING BACKPLATE MOUNTING SCREWS AND BRACKET MOUNTING SCREW FRICTION TIGHT. PUNCH SLIDES IN RESET CONDITION MEET REQUIREMENT. TIGHTEN ALL SCREWS.

NOTE

BEFORE PROCEEDING WITH THE FOLLOWING ADJUSTMENTS, CHECK ROCKER BAIL ADJUSTMENT (SEE FIGURE 1-18).

B)

ROCKER ARM

TO CHECK

TRIP FUNCTION CLUTCH AND ROTATE MAIN SHAFT UNTIL ROCKER BAIL UPPER ROLLER IS ON HIGH PART OF FUNCTION CAM (SEE FIGURE 1-18) PLACE 159926 GAUGE AS SHOWN. TAKE UP PLAY TO MAKE CLEARANCE BETWEEN GAUGE AND FEED PAWL STUD MINIMUM.

REQUIREMENT*

1) CLEARANCE

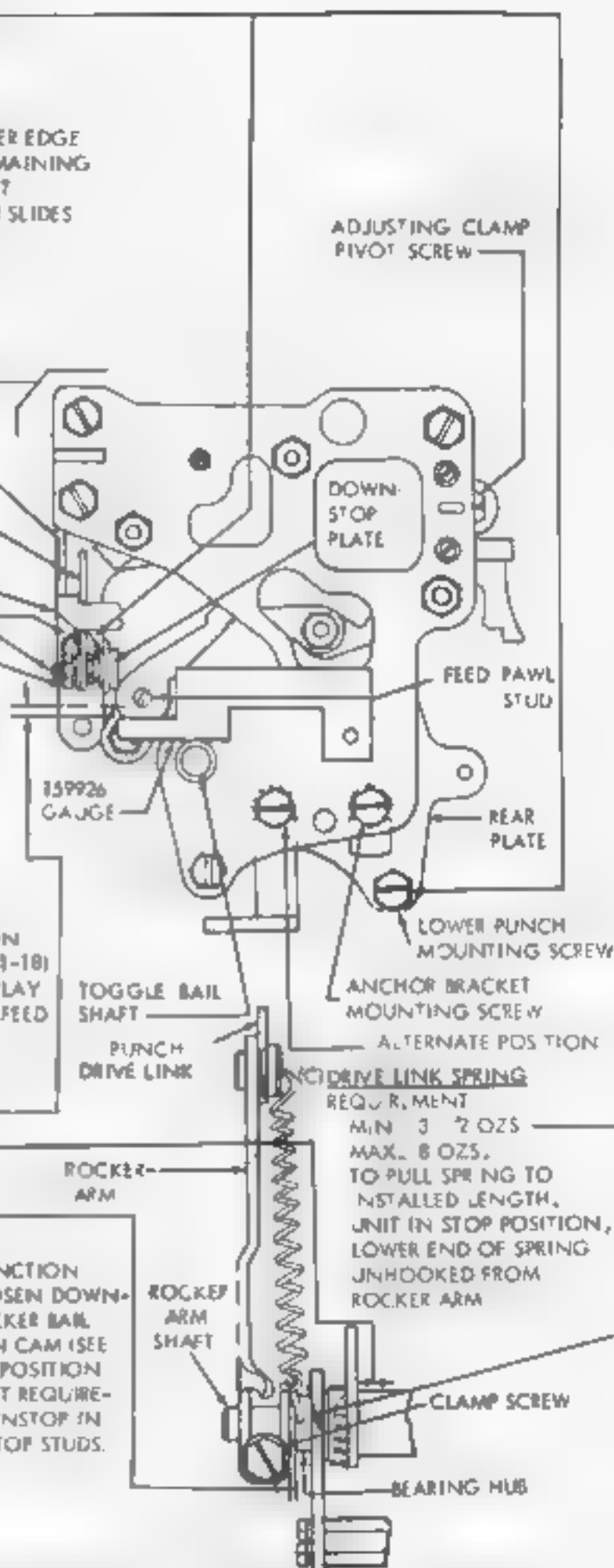
MIN. SOME MAX. 0.005 INCH

2) MIN. 0.002 INCH END PLAY IN ROCKER ARM SHAFT

3) MAX. 0.015 INCH CLEARANCE BETWEEN ROCKER ARM AND BEARING HUB.

TO ADJUST

SELECT BLANK CODE COMBINATION. TRIP FUNCTION CLUTCH REMOVE PUNCH SLIDE GUIDE. LOOSEN DOWNSTOP STUDS. ROTATE MAIN SHAFT UNTIL ROCKER BAIL UPPER ROLLER IS ON HIGH PART OF FUNCTION CAM (SEE FIGURE 1-18) WITH CLAMP SCREW LOOSENED, POSITION ROCKER ARM ON TOGGLE BAIL SHAFT TO MEET REQUIREMENT. TIGHTEN CLAMP SCREW. PLACE DOWNSTOP IN ITS LOWEST POSITION AND TIGHTEN DOWNSTOP STUDS. TIGHTEN MOUNTING NUTS.



*AFTER FEED PAWL ADJUSTMENT (FIGURE 1-24) HAS BEEN MADE, IF PUNCH PIN PENETRATION (FIGURE 1-22) AND FEED PAWL REQUIREMENTS ARE MET, THIS REQUIREMENT SHOULD BE CONSIDERED FULFILLED.

FIGURE 1-21 PUNCH MECHANISM

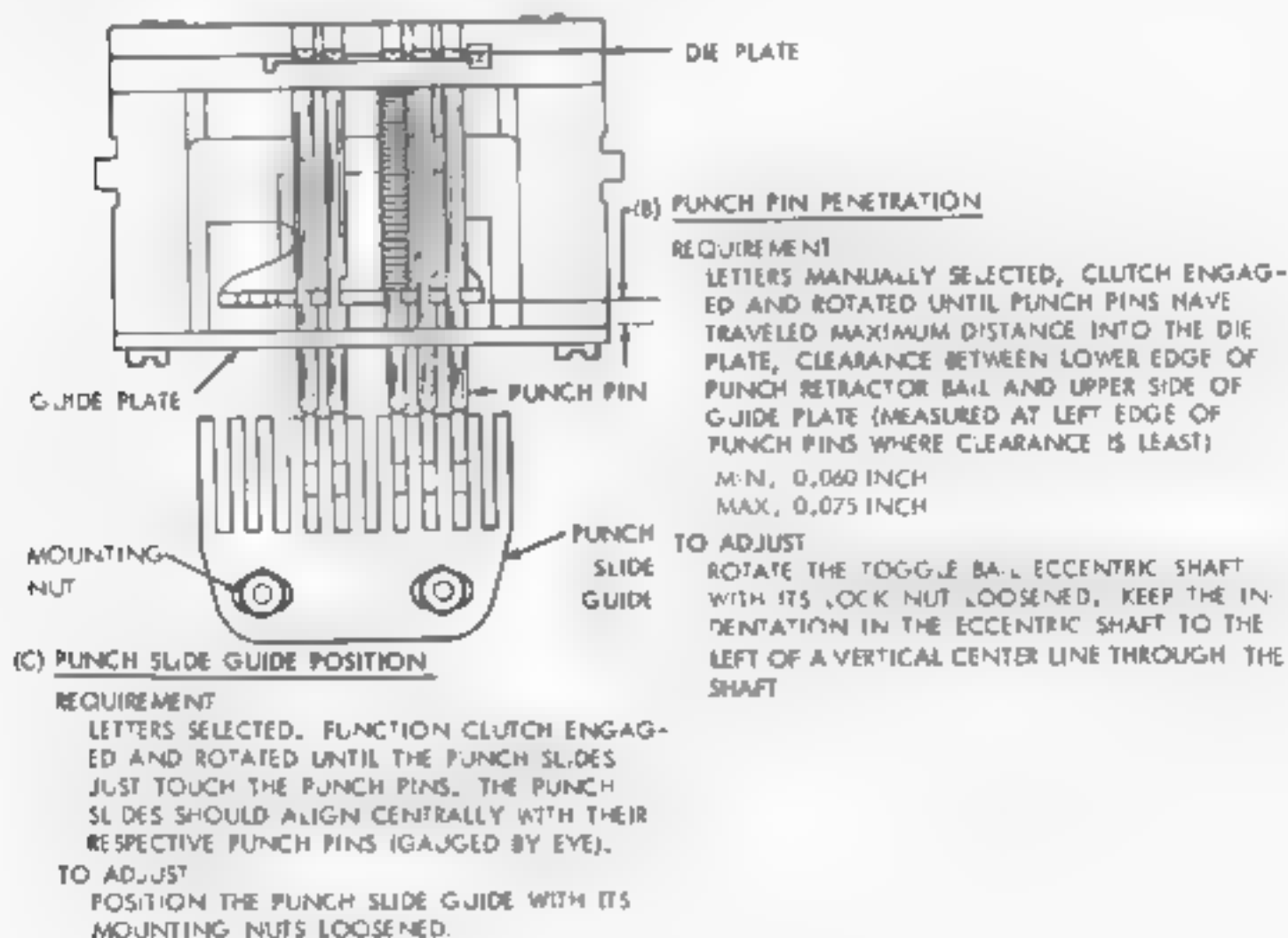
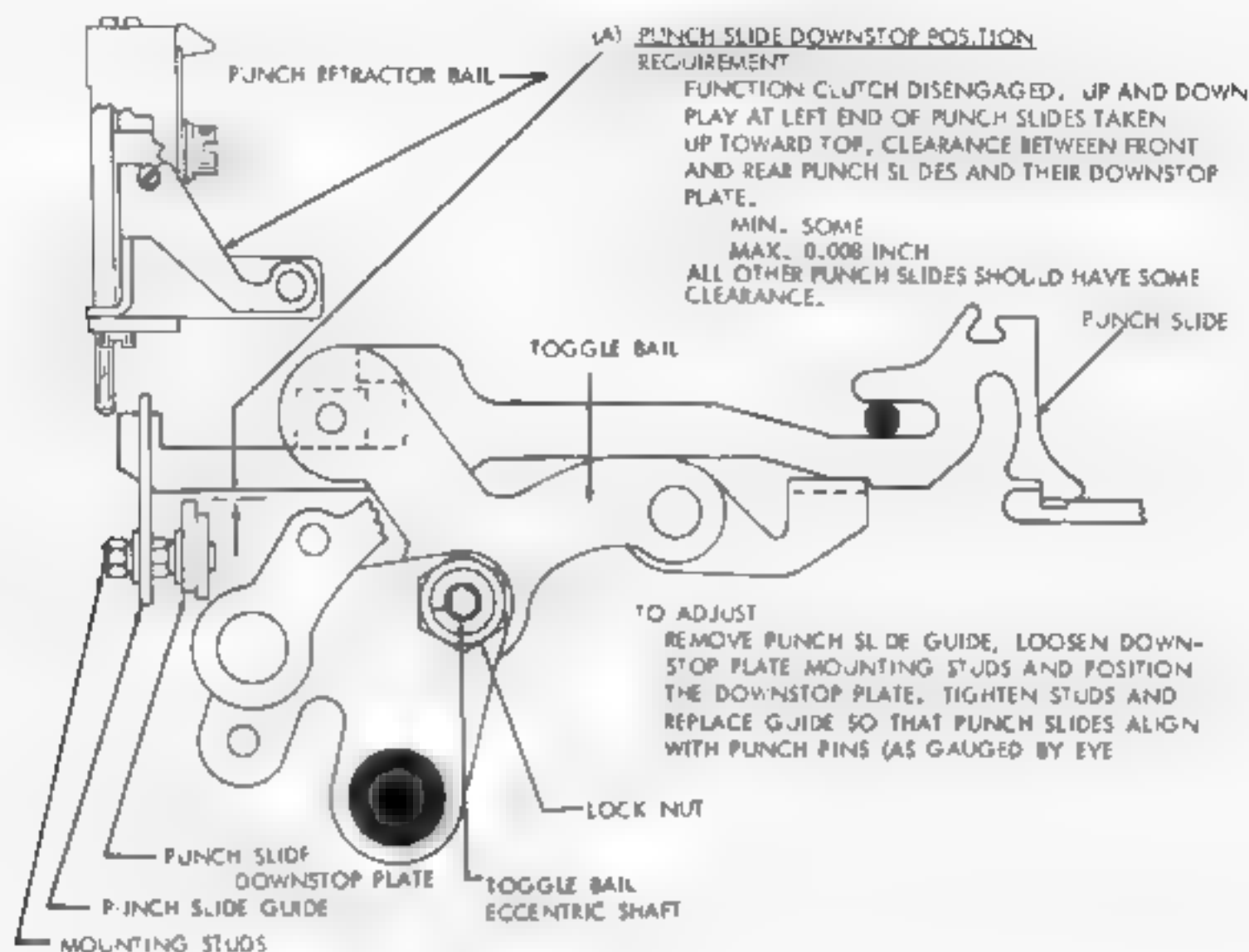


FIGURE 1-22. PERFORATOR MECHANISM FOR CHADLESS TAPE

NOTE: THE ADJUSTMENTS ON THIS PAGE APPLY ONLY TO FULLY PERFORATED TAPE MECHANISM. REFER TO FIGURE 1-22 FOR SIMILAR CHADLESS TAPE MECHANISM ADJUSTMENTS.

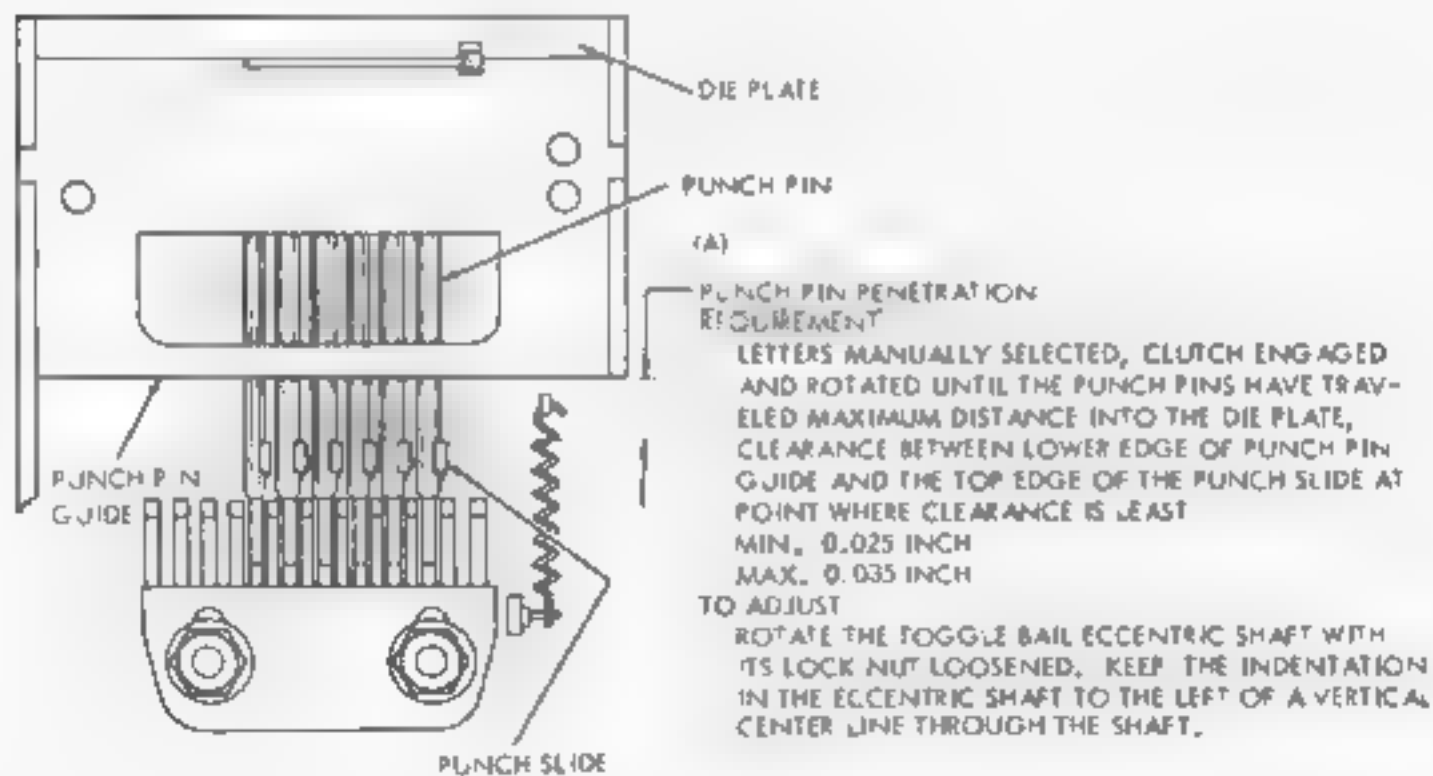
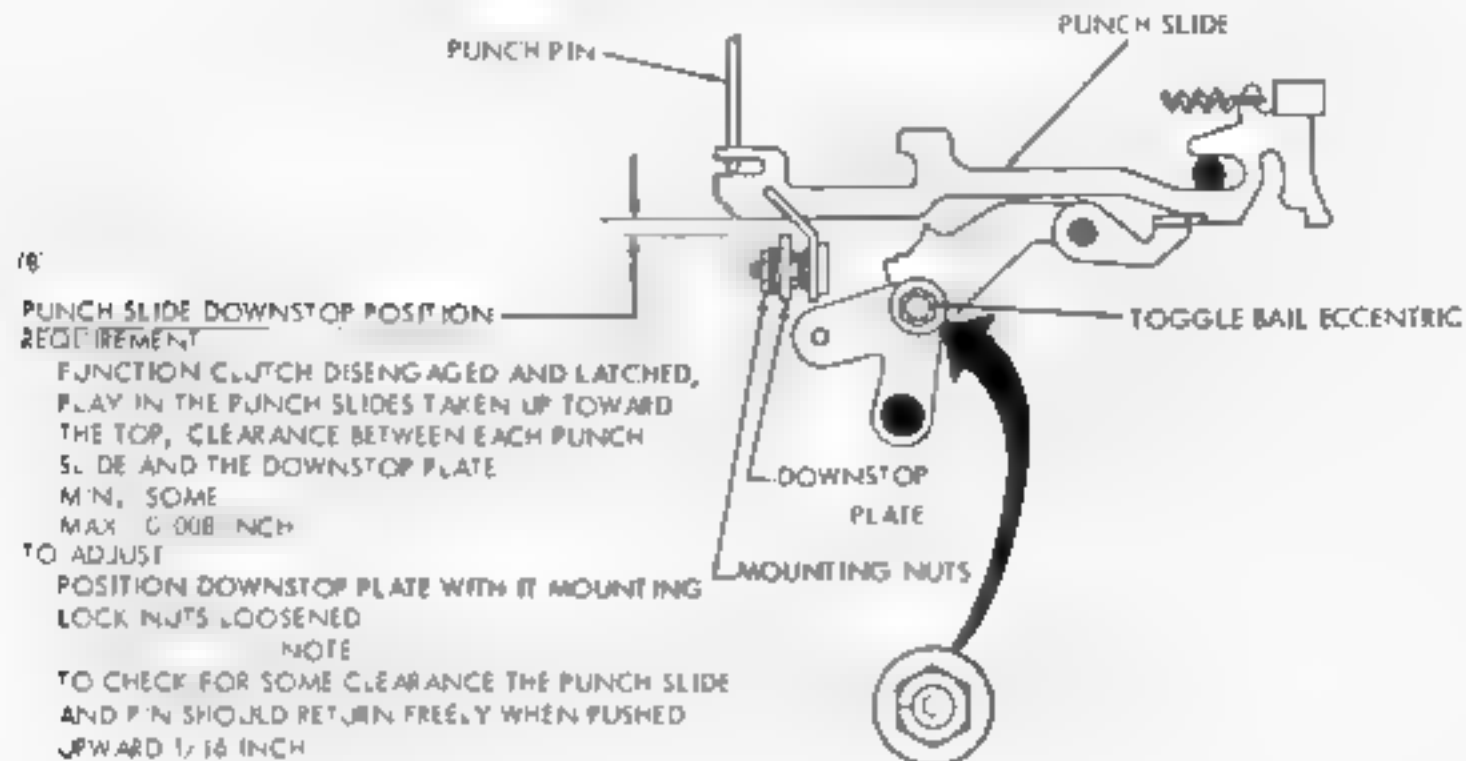
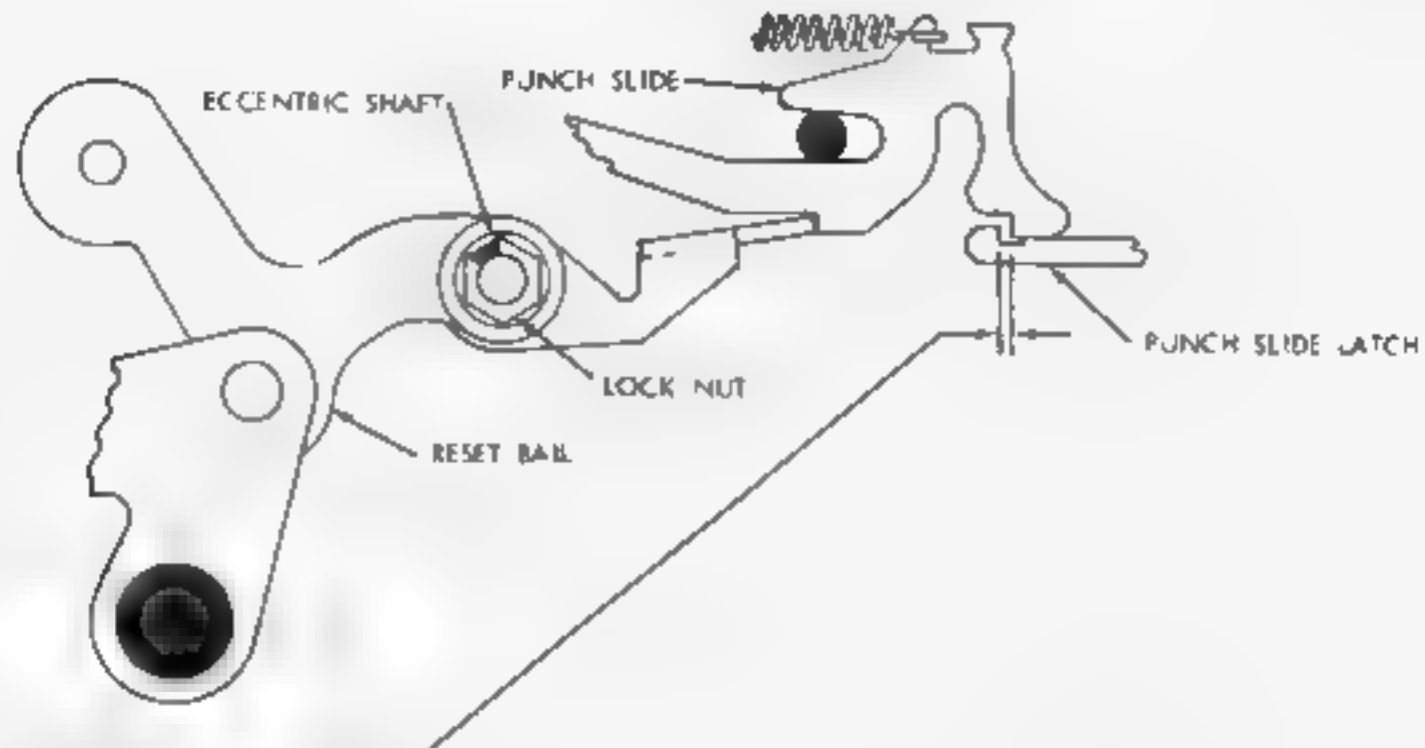


FIGURE 1-23. PERFORATOR MECHANISM FOR FULLY PERFORATED TAPE



PUNCH SLIDE RESET BAIL

(1) REQUIREMENT

FUNCTION CLUTCH DISENGAGED AND LATCHED. CLEARANCE AT PUNCH SLIDE LATCH CLOSEST TO PUNCH SLIDE

(A) FOR NON-TYPING PERFORATOR ONLY

MIN. 0.015 INCH

MAX. 0.025 INCH

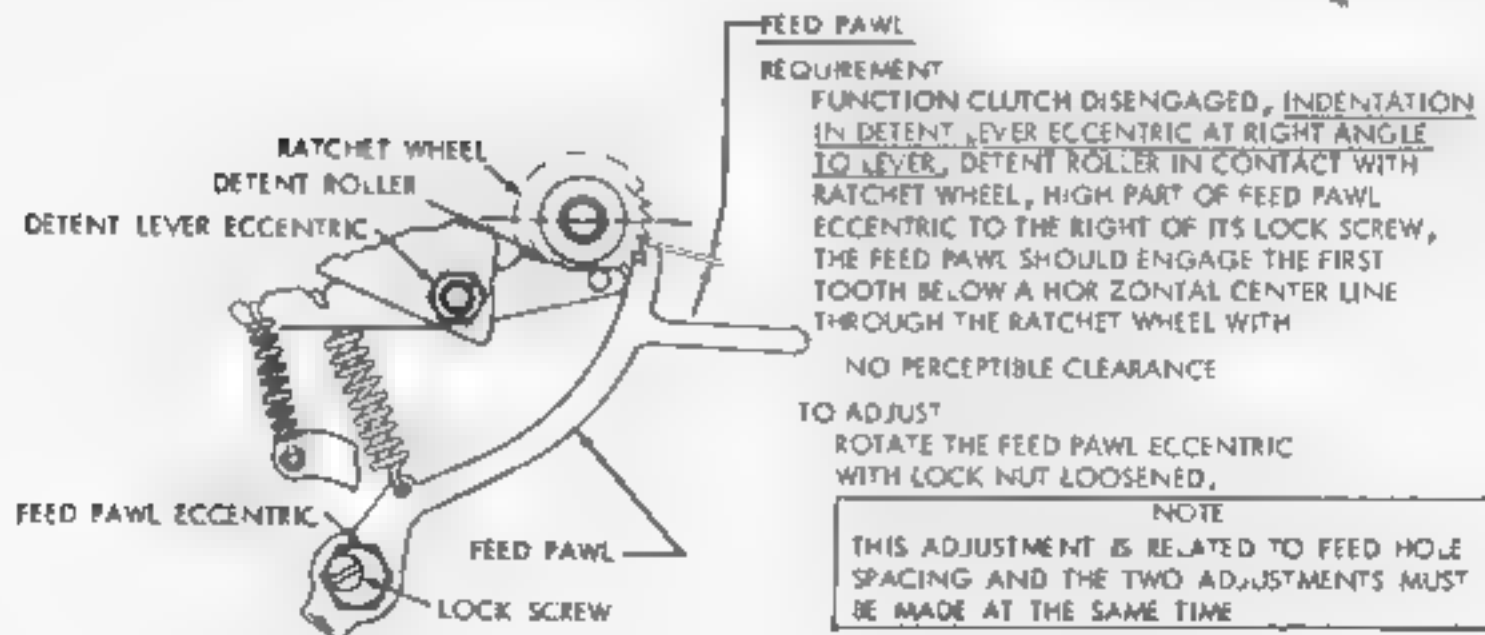
(B) FOR TYPING PERFORATOR ONLY

MIN. 0.005 INCH

MAX. 0.015 INCH

TO ADJUST

ROTATE THE RESET BAIL ECCENTRIC SHAFT WITH ITS LOCK NUT LOOSENED. KEEP THE INDENTATION IN THE ECCENTRIC SHAFT HIGH AND TO THE LEFT OF A VERTICAL CENTERLINE THROUGH THE SHAFT



FEED PAWL

REQUIREMENT

FUNCTION CLUTCH DISENGAGED, INDENTATION IN DETENT LEVER ECCENTRIC AT RIGHT ANGLE TO LEVER, DETENT ROLLER IN CONTACT WITH RATCHET WHEEL, HIGH PART OF FEED PAWL ECCENTRIC TO THE RIGHT OF ITS LOCK SCREW, THE FEED PAWL SHOULD ENGAGE THE FIRST TOOTH BELOW A HORIZONTAL CENTER LINE THROUGH THE RATCHET WHEEL WITH

NO PERCEPTIBLE CLEARANCE

TO ADJUST

ROTATE THE FEED PAWL ECCENTRIC WITH LOCK NUT LOOSENED.

NOTE

THIS ADJUSTMENT IS RELATED TO FEED HOLE SPACING AND THE TWO ADJUSTMENTS MUST BE MADE AT THE SAME TIME

FIGURE 1-24 PUNCH UNIT RESET AND FEEDING MECHANISM

FEED HOLE SPACING (PRELIMINARY)

REQUIREMENT

WITH INDENT OF DIE WHEEL ECCENTRIC STUD POINTING DOWNWARD, CLEARANCE BETWEEN DIE WHEEL AND FEED WHEEL:

MIN. 0.002 INCH

MAX. 0.004 INCH

TO ADJUST

POSITION DIE WHEEL ECCENTRIC STUD WITH LOCK NUT LOOSENEED.

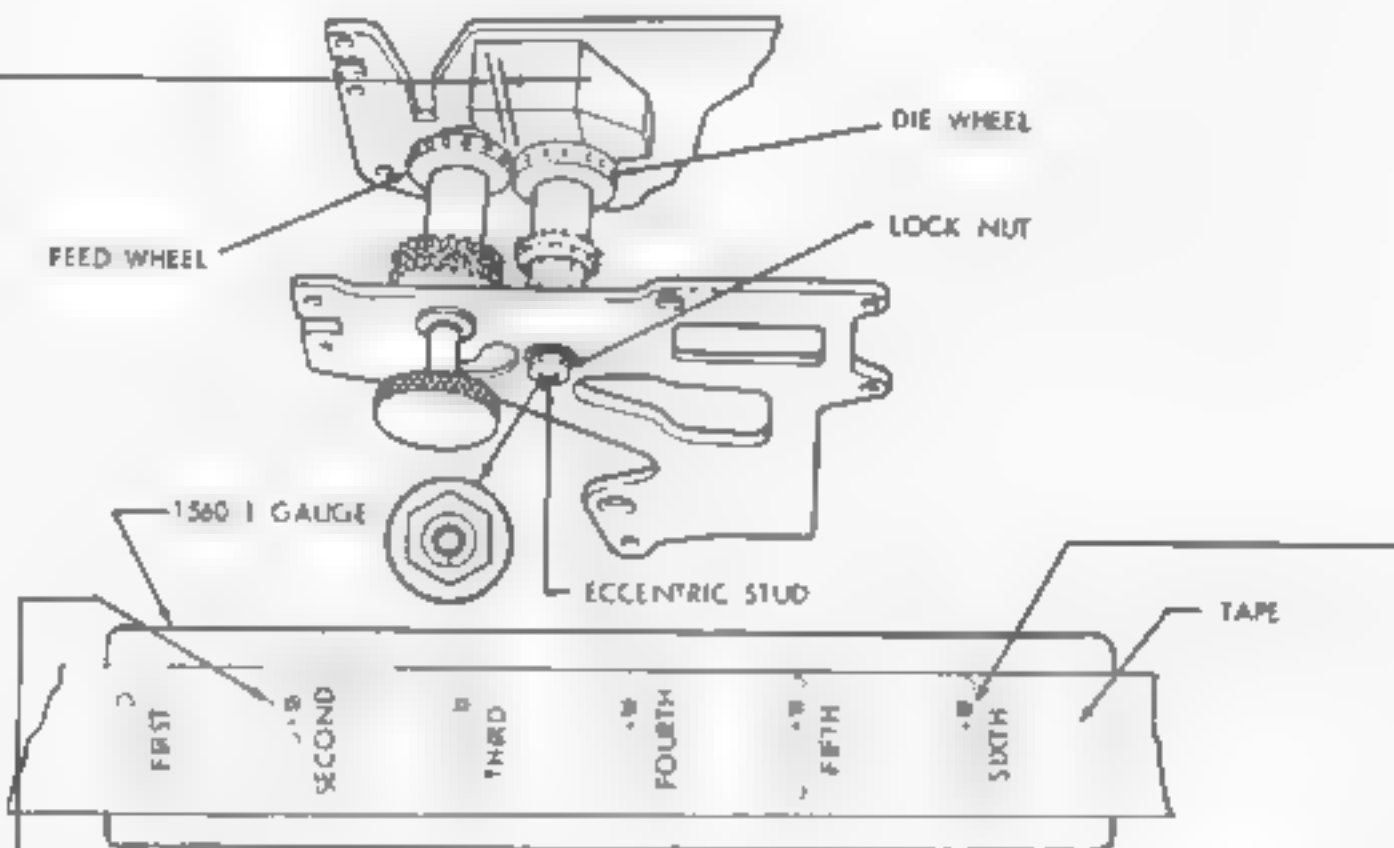
NOTE

BEFORE PROCEEDING WITH THE FOLLOWING ADJUSTMENTS, CHECK BOTH TAPE GUIDE SPRING TENSIONS (FIGURE 1-33)

FEED HOLE SPACING (FINAL)

(1) REQUIREMENT

WITH TAPE REMOVED, MIN. OF 0.002 INCH CLEARANCE BETWEEN FEED WHEEL AND DIE WHEEL



TO CHECK

PERFORATE IN ORDER S X SEQUENCES MADE UP OF NINE BLANK CODE COMBINATIONS FOLLOWED BY A LETTERS COMBINATION. OPEN CHADS SO THAT CODE HOLES ARE VISIBLE. PLACE TAPE OVER SMOOTH SIDE OF 15601 TAPE GAUGE SO THAT FIRST NO. 2 CODE HOLE IS CONCENTRIC WITH FIRST (0.072 INCH) HOLE IN GAUGE (SEE NOTE BELOW).

(2) REQUIREMENT

SECOND THROUGH FIFTH HOLE IN GAUGE VISIBLE THROUGH NO. 2 CODE HOLES IN TAPE. CIRCULAR PORTION OF SIXTH NO. 2 CODE HOLE ENTIRELY WITHIN CORRESPONDING (0.086 INCH) HOLE IN GAUGE.

(3) REQUIREMENT

WITH TAPE SHOE HELD AWAY FROM FEED WHEEL, FEED PAWL AND DETENT DISENGAGED AND TAPE REMOVED, FEED WHEEL SHOULD ROTATE FREELY.

TO ADJUST

(1) WITH TAPE REMOVED, KEEPING INDENT BELOW CENTER OF STUD, POSITION DIE WHEEL ECCENTRIC STUD WITH LOCK NUT LOOSENEED SO THAT CLEARANCE BETWEEN FEED WHEEL AND DIE WHEEL IS

MIN. 0.002 INCH

MAX. 0.004 INCH

(2) REFINE THE ABOVE ADJUSTMENT TO MEET REQUIREMENT (2). MOVE INDENT IN ECCENTRIC STUD TOWARD FEED WHEEL TO DECREASE AND AWAY FROM FEED WHEEL TO INCREASE FEED HOLE SPACING. CAUTION: WITH TAPE REMOVED, MAKE SURE FEED WHEEL-DIE WHEEL CLEARANCE IS A MIN. OF 0.002 INCH.

(3) FAILURE TO MEET REQUIREMENT (3) INDICATES DIE WHEEL ECCENTRIC STUD HAS BEEN OVER ADJUSTED. REFINES.

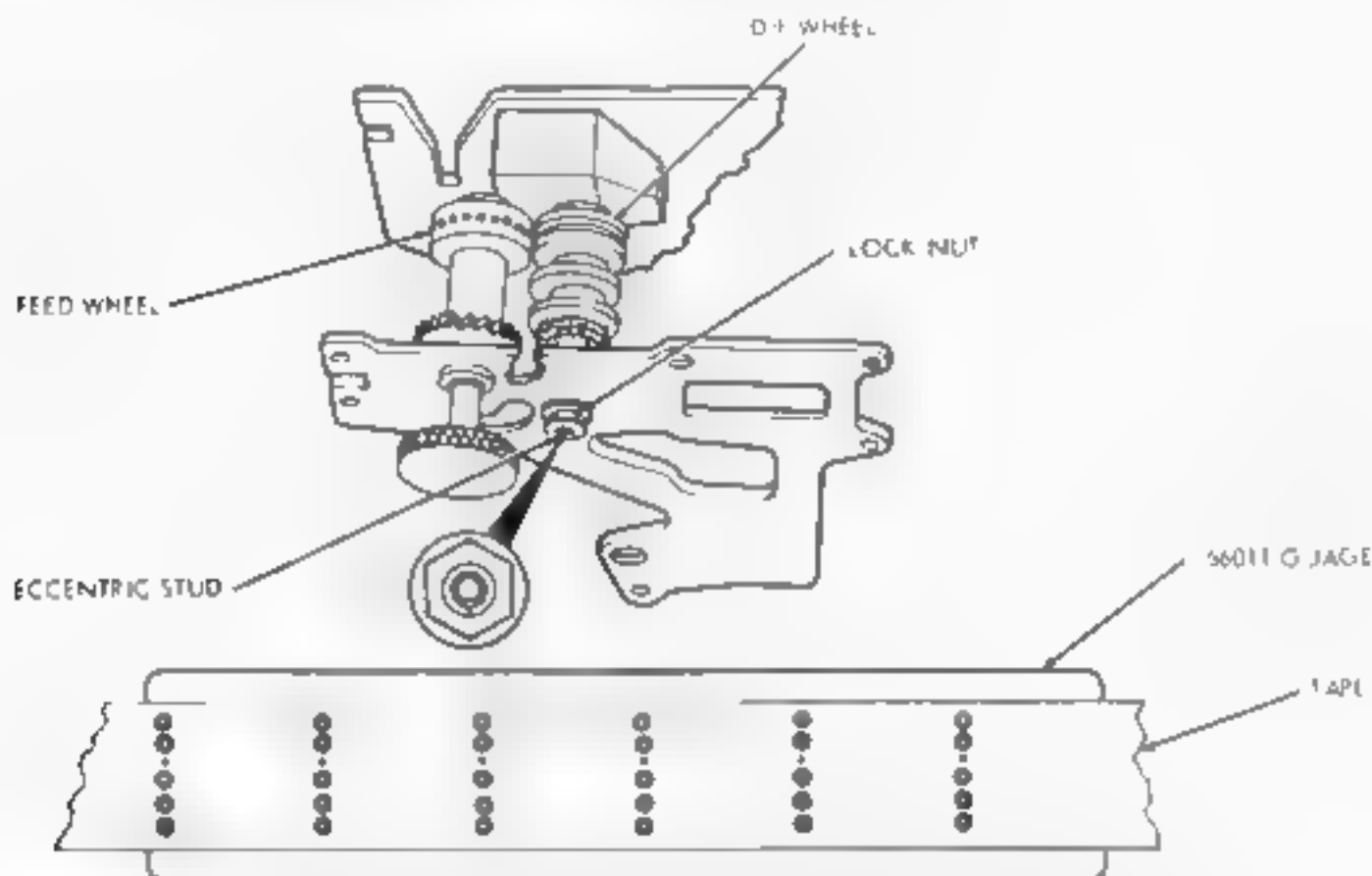
NOTE

FIRST THROUGH FIFTH HOLES IN GAUGE ARE SAME SIZE AS CODE HOLES IN TAPE (0.072 INCH DIAMETER). BUT SIXTH HOLE IN GAUGE IS LARGER (0.086 INCH). THIS ARRANGEMENT ALLOWS 0.007 INCH VARIATION IN 5 INCHES.

FIGURE 1-25. PERFORATOR MECHANISM FOR CHADLESS TAPE

NOTE

THE ADJUSTMENTS ON THIS PAGE APPLY ONLY TO FULLY PERFORATED TAPE MECHANISM. REFER TO FIGURE 1-25 FOR SIMILAR CHADLESS TAPE MECHANISM ADJUSTMENTS.



NOTE

BEFORE PROCEEDING WITH THE FOLLOWING ADJUSTMENT CHECK BOTH TAPE GUIDE SPRING TENSIONS (FIGURE 3-2)

FEED HOLE PACING
REQUIREMENT

WITH A PIECE OF TAPE PERFORATED WITH SIX SERIES OF 9 BLANK CODE COMBINATIONS FOLLOWED BY A LETTERS COMBINATION PLACED OVER THE SMOOTH SIDE OF THE 156011 TAPE GAUGE SO THAT THE CIRCULAR PORTION OF THE FIRST NUMBER 2 CODE HOLE IN THE TAPE IS CONCENTRIC WITH THE FIRST HOLE OF THE TAPE GAUGE. THE NEXT FOUR HOLES IN THE TAPE GAUGE SHOULD BE VISIBLE THROUGH THE NUMBER 2 CODE HOLES IN THE TAPE AND THE CIRCULAR PORTION OF THE LAST (SIXTH) NUMBER 2 CODE HOLE IN THE TAPE SHALL BE ENTIRELY WITHIN THE 0.086 DIAMETER HOLE OF THE TAPE GAUGE.

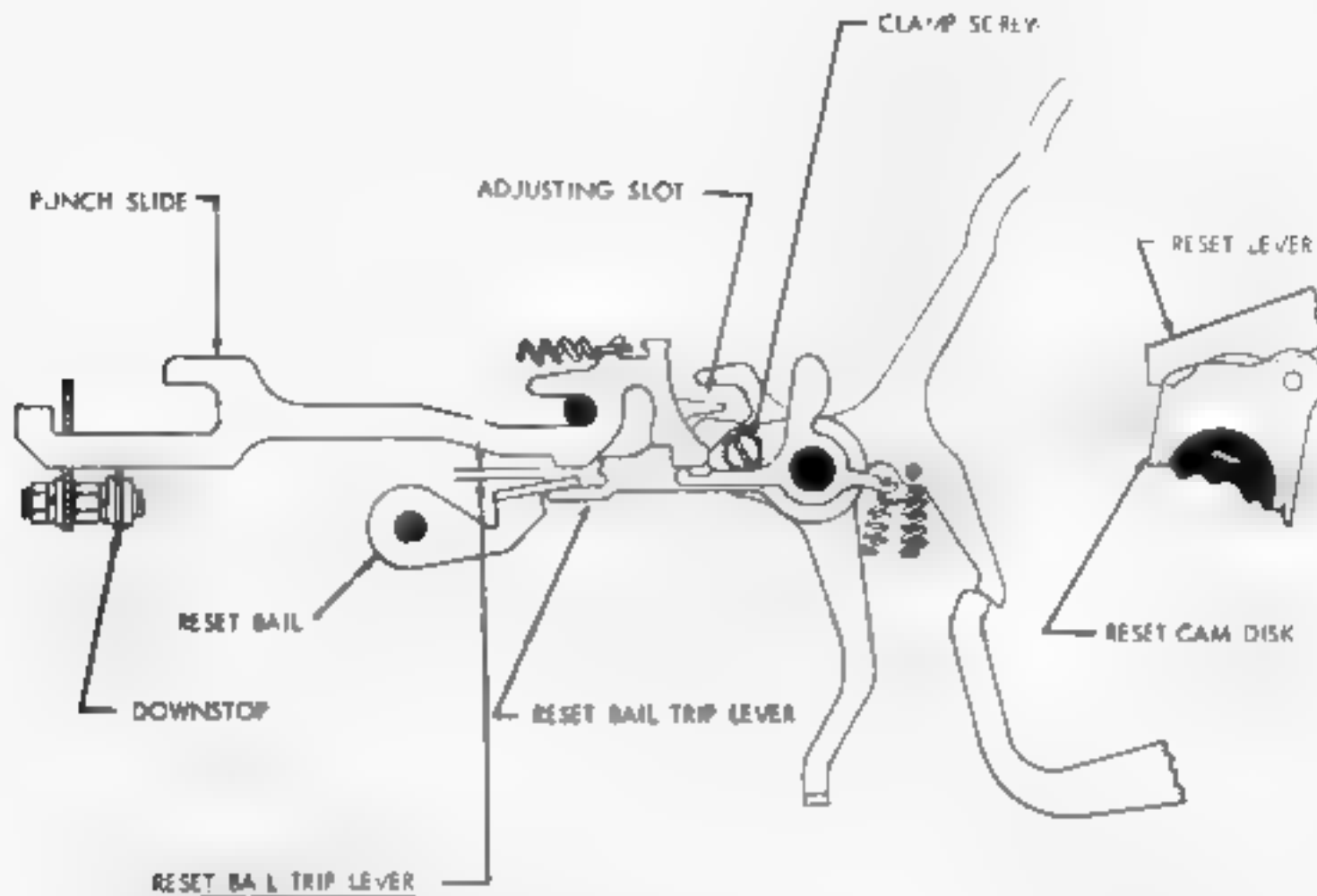
2) REQUIREMENT

WITH TAPE SHOE HELD AWAY FROM FEED WHEEL, FEED PAWL AND DETENT DIS-ENGAGED AND TAPE REMOVED, FEED WHEEL SHOULD ROTATE FREELY.

TO ADJUST

WITH TAPE REMOVED FROM THE PUNCH MECHANISM, LOOSEN THE ECCENTRIC LOCK NUT AND ROTATE THE DIE WHEEL ECCENTRIC SHAFT UNTIL IT BINDS AGAINST THE FEED WHEEL. BACK OFF THE ECCENTRIC UNTIL THE DIE WHEEL IS JUST FREE. KEEP THE INDENT OF THE ECCENTRIC BELOW THE HORIZONTAL CENTERLINE OF THE STUD. REFINE ADJUSTMENT FOR REQUIREMENT (1) IF NECESSARY BY MOVING THE DIE WHEEL TOWARD THE FEED WHEEL TO DECREASE THE CHARACTER SPACING AND AWAY FROM THE FEED WHEEL TO INCREASE THE CHARACTER SPACING.

FIGURE 1-26. PERFORATOR MECHANISM FOR FULLY PERFORATED TAPE



- 1) REQUIREMENT
 LETTERS COMBINATION SELECTED, FUNCTION CLUTCH TRIPPED, PUNCH SLIDES AGAINST THEIR DOWNSTOP. RESET LEVER AT HIGHEST POINT OF ITS TRAVEL. CLEARANCE BETWEEN LOWER EDGE OF SLIDE AND UPPER EDGE OF RESET BAIL MIN. SOME MAX 0.007 INCH WHEN PLAY IS TAKEN UP FOR MINIMUM

- 2) REQUIREMENT
 CLUTCH DISENGAGED AND LATCHED PUNCH SLIDE RESET BAIL SHOULD FULLY ENGAGE THE NOTCHES IN THE PUNCH SLIDES

TO ADJUST
 POSITION RESET BAIL TRIP LEVER BY MEANS OF ITS ADJUSTING SLOT, WITH ITS CLAMP SCREW LOOSENED

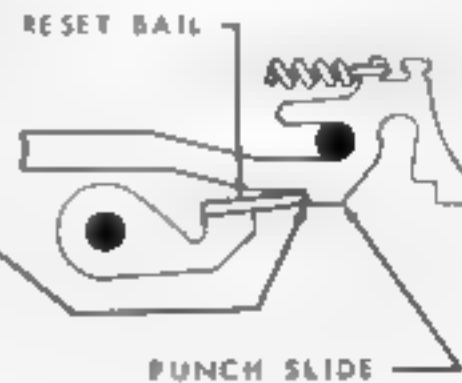
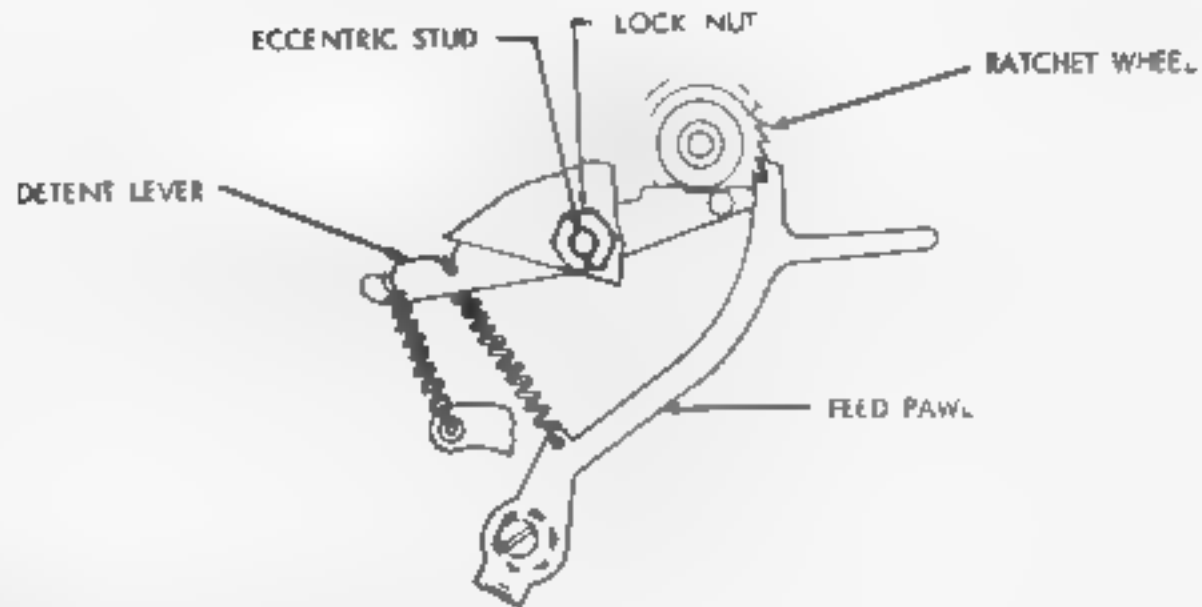


FIGURE 1-27. PUNCH SLIDE TRIP MECHANISM

**DETENT****REQUIREMENT**

A PIECE OF TAPE CONTAINING NINE FEED HOLES FOLLOWED BY A LETTERS COMBINATION PERFORATED ON THE PERFORATOR MUST CONFORM TO THE 156611 TAPE GAUGE

THE LATERAL CENTER LINE THROUGH THE CODE HOLES IN THE TAPE SHOULD COINCIDE WITH A LATERAL CENTER LINE THROUGH THE HOLES IN THE GAUGE

TO ADJUST

ROTATE THE DETENT ECCENTRIC CLOCKWISE TO MOVE THE FEED HOLES TOWARD THE HINGED EDGE OF THE CODE HOLES AND COUNTERCLOCKWISE TO MOVE THE FEED HOLES TOWARD THE TRAILING EDGE OF THE CODE HOLES. TIGHTEN THE ECCENTRIC LOCK NUT AND RE-FINE THE FEED PAWL ADJUSTMENT

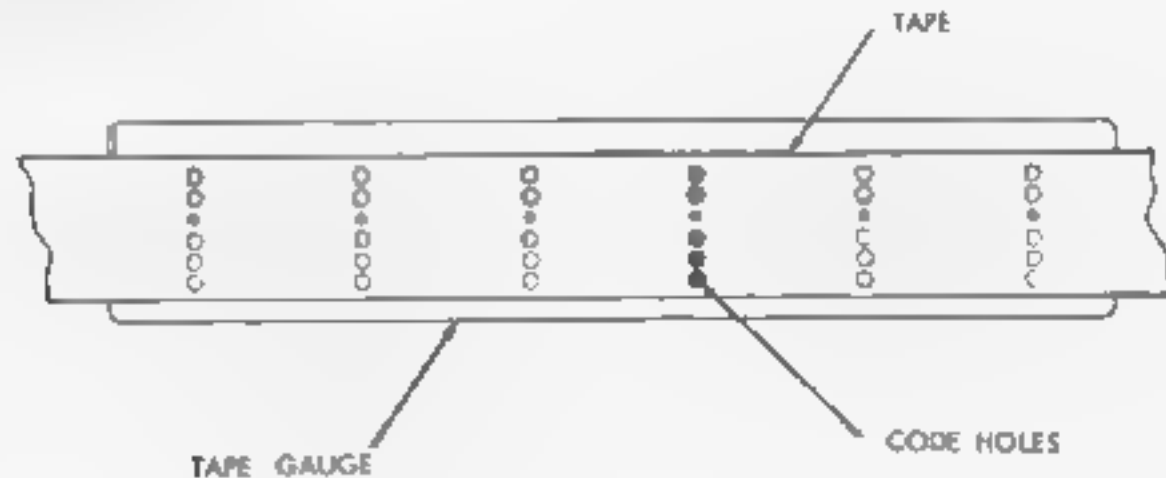
RECHECK FEED PAWL ADJUSTMENT

FIGURE 1-28. PERFORATOR MECHANISM FOR CHADLESS TAPE

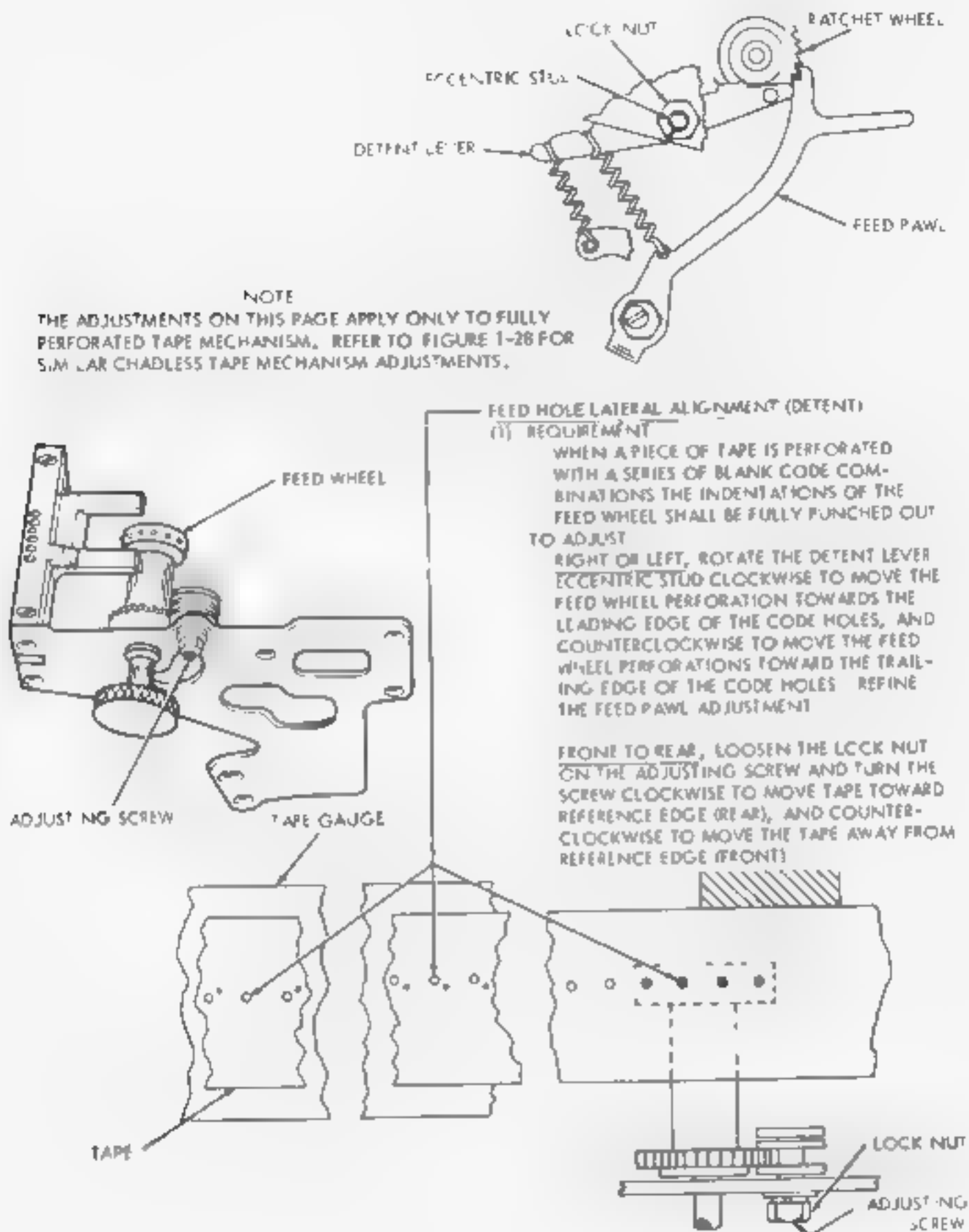
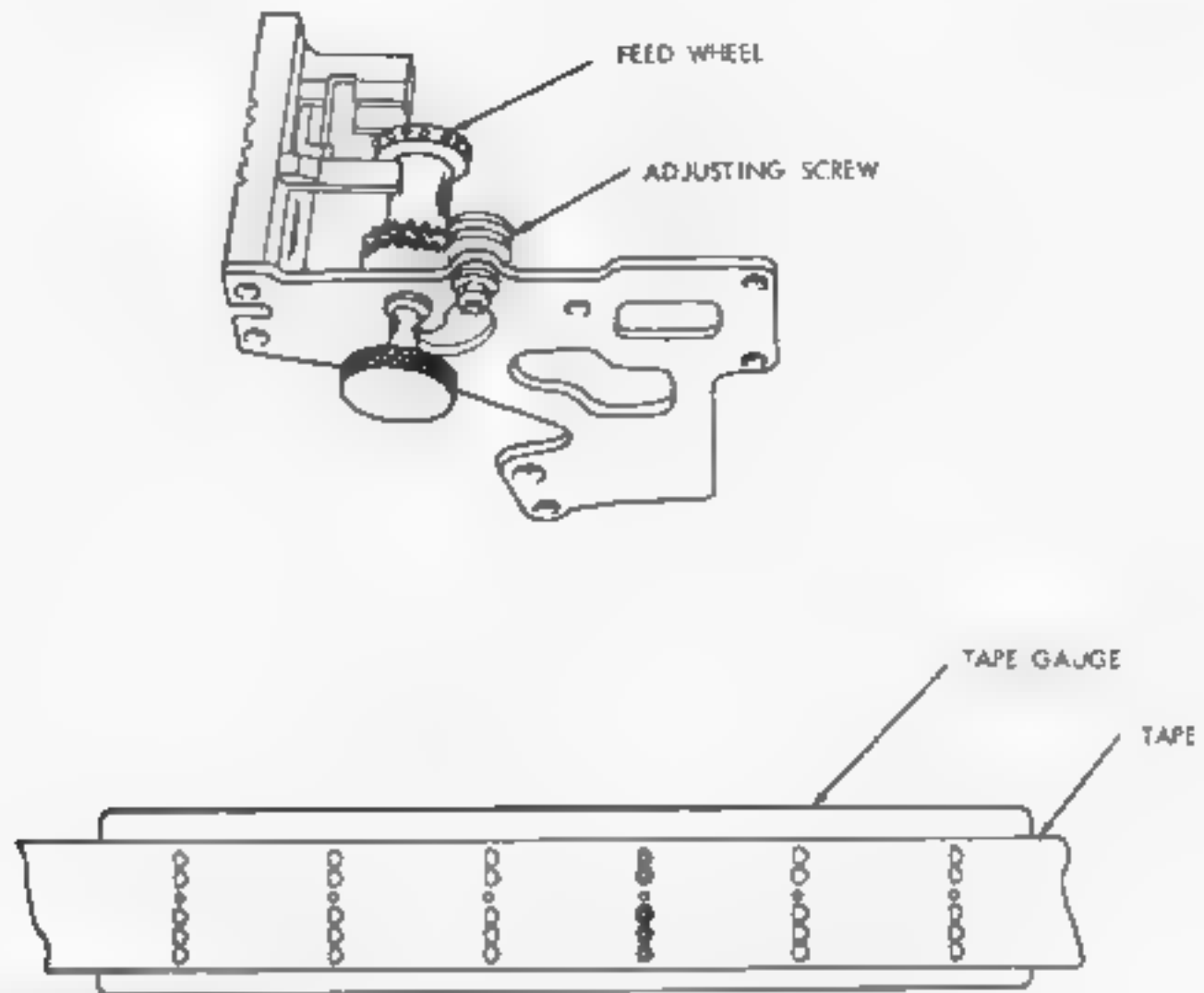


FIGURE 1-29. PERFORATOR MECHANISM FOR FULLY PERFORATED TAPE



FEED HOLE LATERAL ALIGNMENT

REQUIREMENT

WHEN A PIECE OF TAPE CONTAINING NINE FEED HOLES FOLLOWED BY A LETTERS COMBINATION IS PERFORATED BY THE PERFORATOR AND CHECKED BY THE TAPE GAUGE, THE CODE HOLES IN THE TAPE SHOULD BE

CONCENTRIC WITH THE HOLES IN THE GAUGE

TO ADJUST

TURN THE FEED WHEEL ADJUSTING SCREW IN OR OUT WITH ITS LOCK NUT LOOSENEO.

REFINE DETENT

ADJUSTMENT IF NECESSARY, SEE FIGURE 1-28

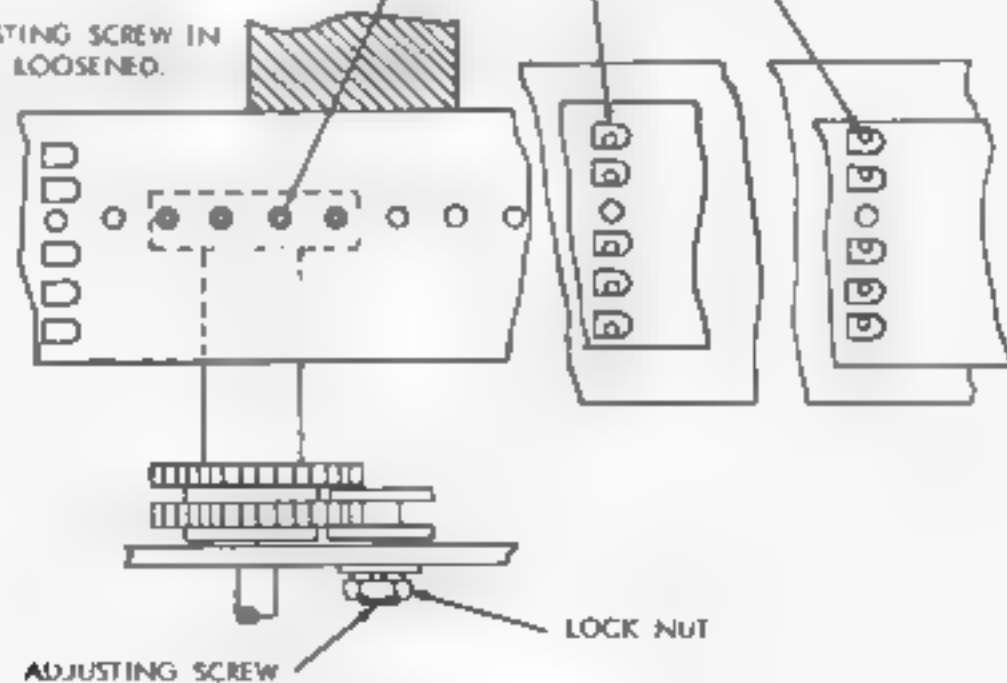


FIGURE 1-30. TAPE FEED MECHANISM

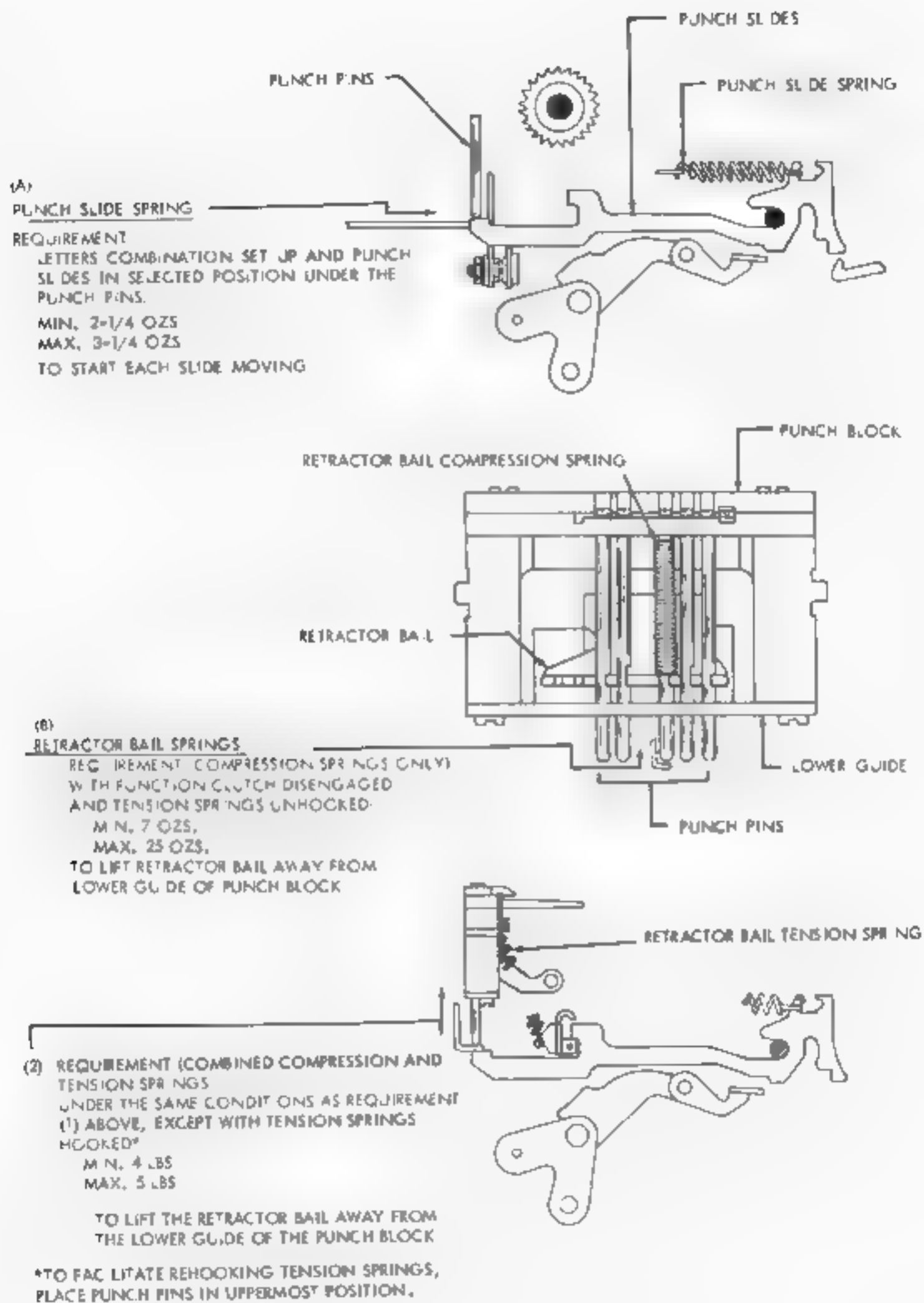


FIGURE 1-31. PERFORATOR MECHANISM FOR CHADLESS TAPE

NOTE
THE ADJUSTMENTS ON THIS PAGE APPLY ONLY TO FULLY
PERFORATED TAPE MECHANISM, FIGURE 1-31 AND 1-33.
SIMILAR CHADLESS TAPE MECHANISM ADJUSTMENTS.

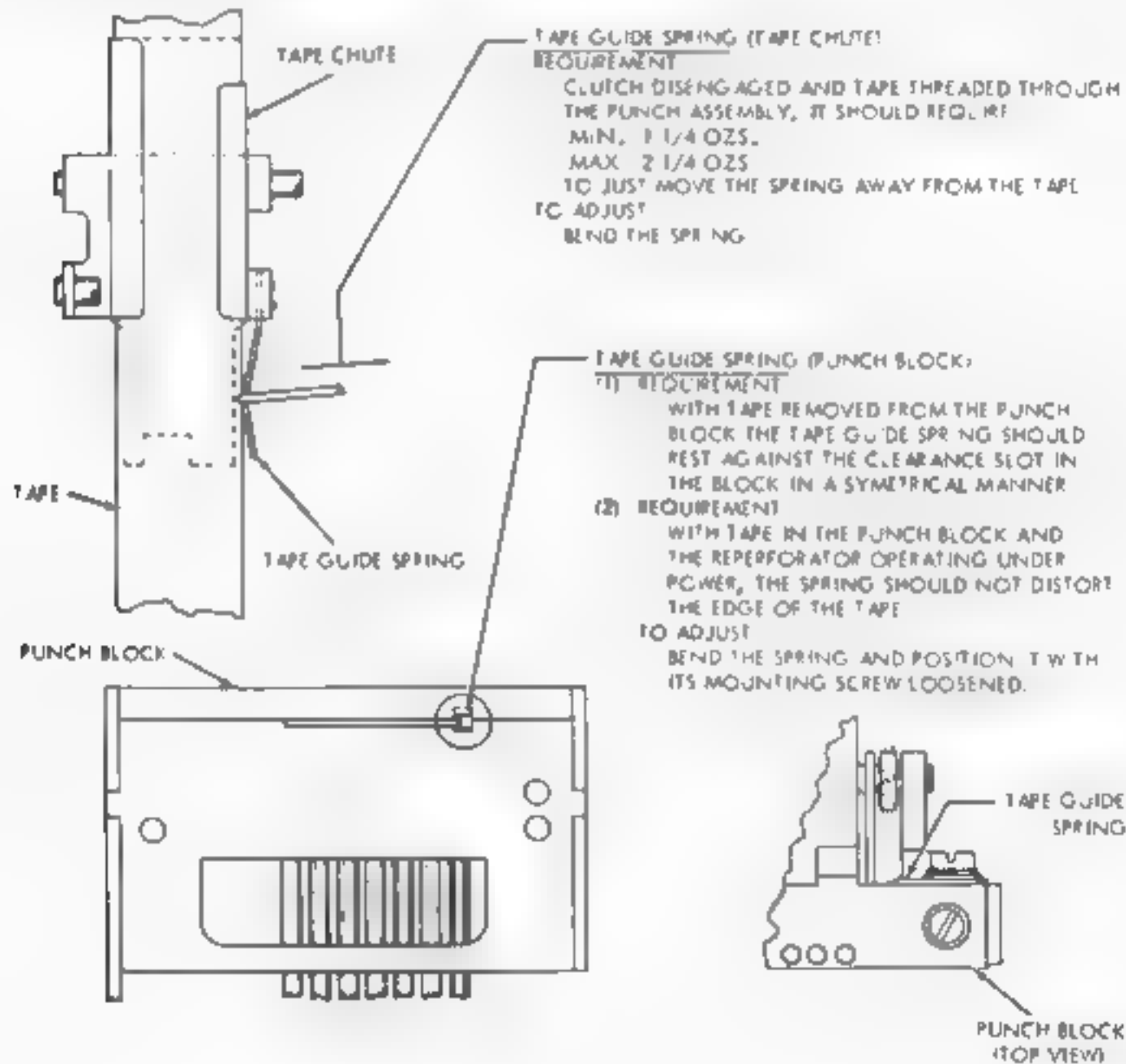
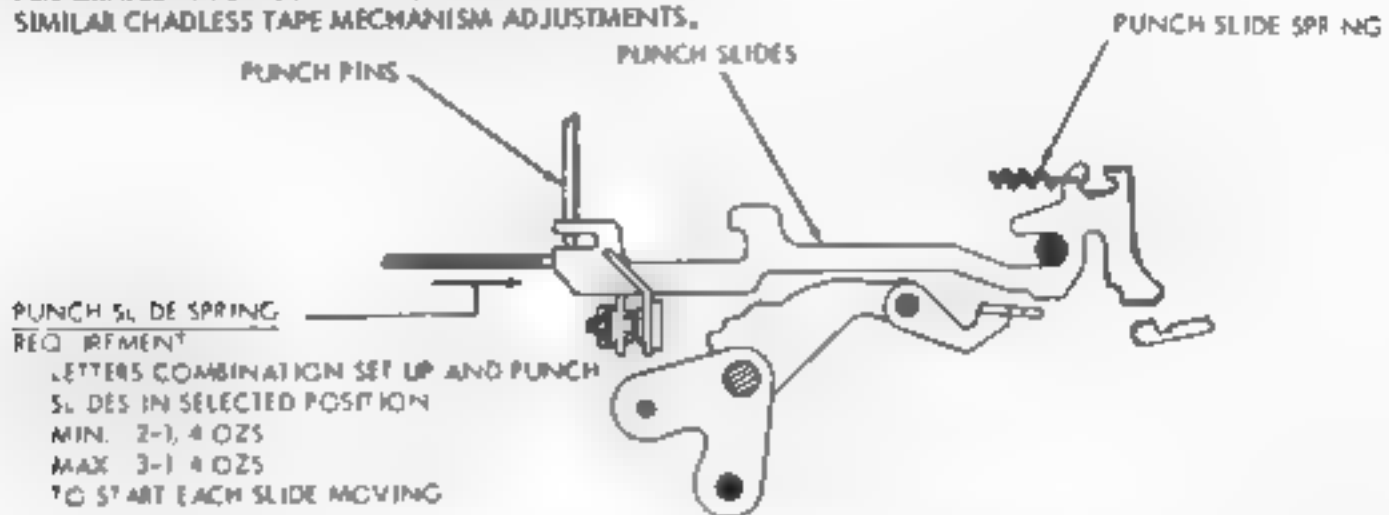


FIGURE 1-32. PERFORATOR MECHANISM FOR FULLY PERFORATED TAPE

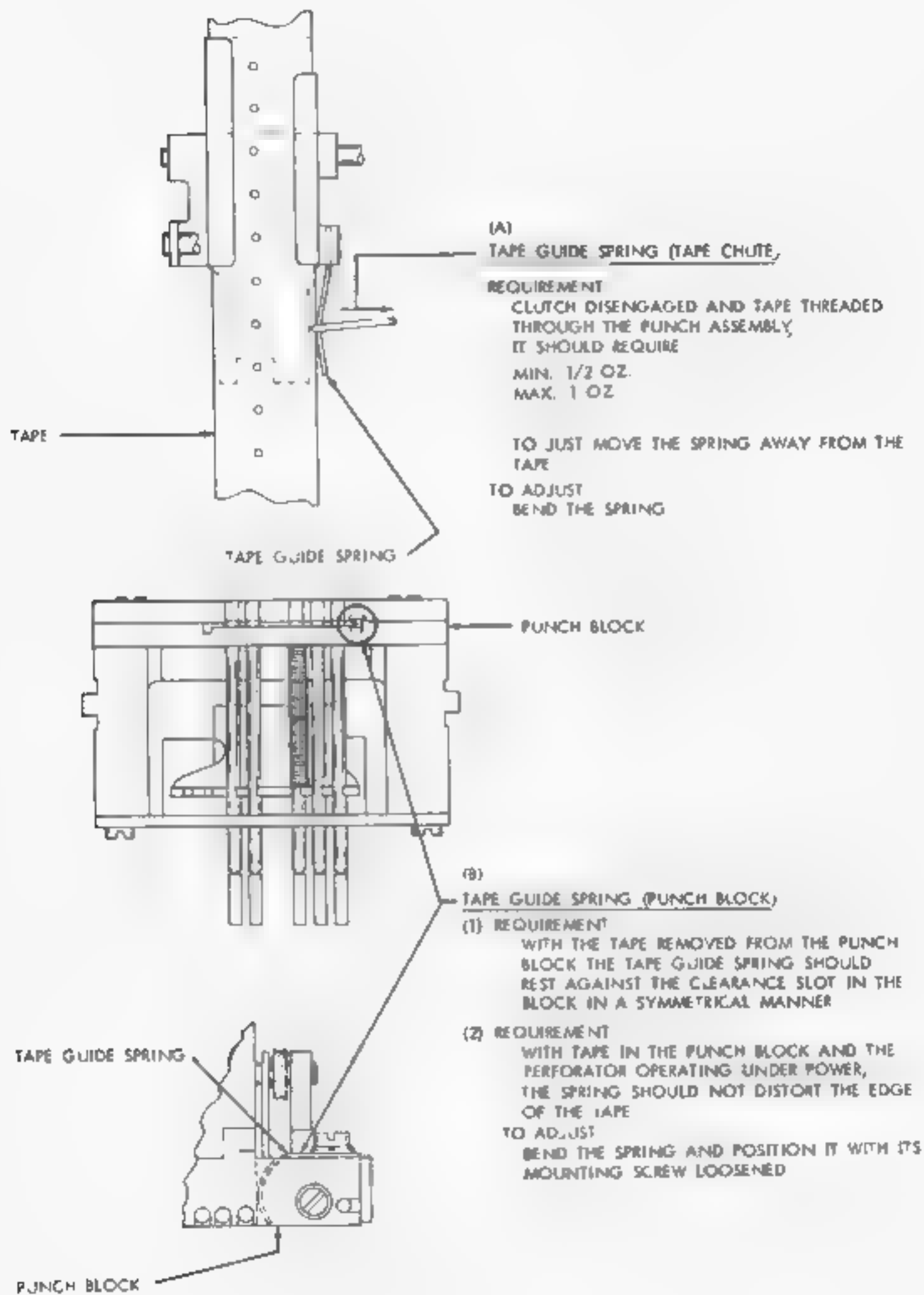


FIGURE 1-33. TAPE FEED MECHANISM FOR CHADLESS TAPE

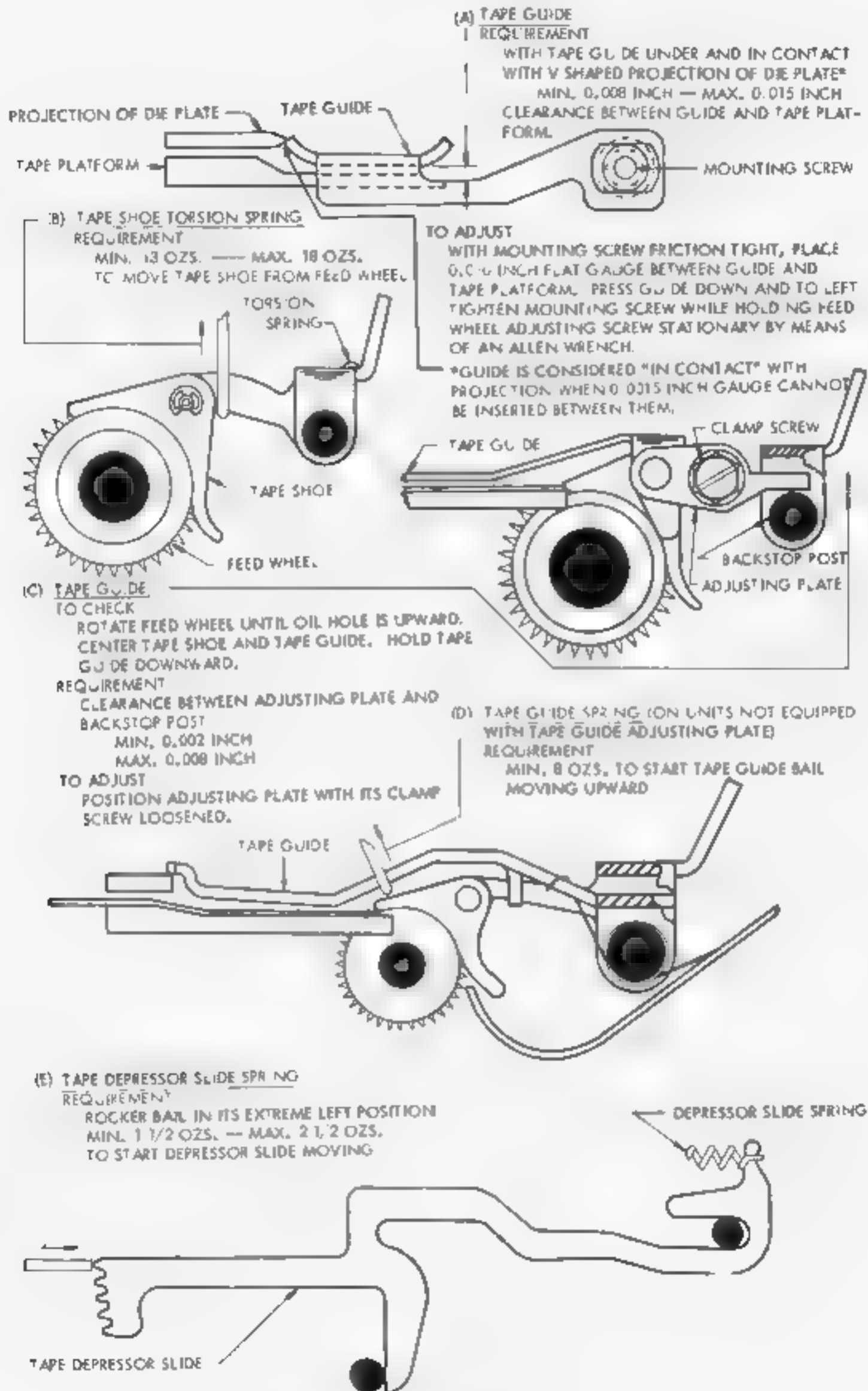
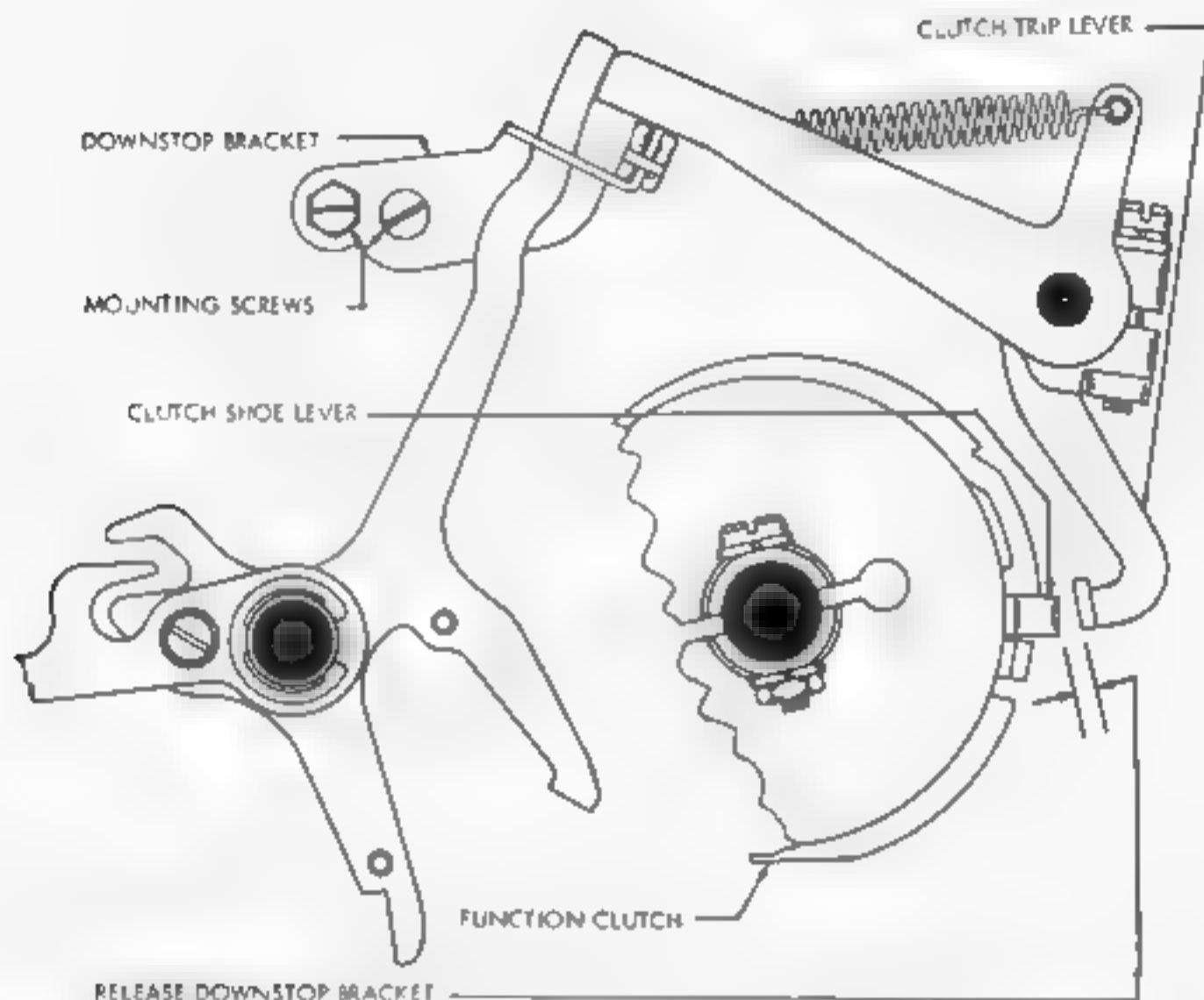


FIGURE 1-35. TAPE FEED MECHANISM.



**RELEASE DOWNSTOP BRACKET
REQUIREMENT**

FUNCTION CLUTCH TRIPPED AND SHAFT ROTATED UNTIL CLEARANCE BETWEEN FUNCTION
CLUTCH DISK STOP LUG AND CLUTCH TRIP LEVER IS AT MINIMUM. RELEASE LEVER RESTING
AGAINST DOWNSTOP BRACKET

MIN. 0.002 INCH--MAX. 0.045 INCH

BETWEEN FUNCTION CLUTCH DISK STOP LUG AND CLUTCH TRIP LEVER.

NOTE

ON NON-TYPING PERFORATORS WITH 2-STOP FUNCTION
CLUTCH, GAUGE AT STOP HAVING LEAST CLEARANCE

NOTE. FIGURES 1-37 THROUGH 1-60 APPLY
TO TYPING PERFORATORS ONLY

FIGURE 1-36, FUNCTION MECHANISM

PERFORATOR POSITION(1) TO CHECK

SELECT "V" CODE COMBINATION (-2345). TRIP FUNCTION
CLUTCH AND MOVE ROCKER BAIL TO EXTREME LEFT

REQUIREMENT

CLEARANCE BETWEEN STRIPPER PLATE AND TYPEWHEEL
CHARACTER "M"

MIN. 0.075 INCH-- - MAX. 0.095 INCH

TO ADJUST

REMOVE RIBBON FROM CARRIER (FIGURE 1-54), POSITION
PUNCH WITH TWO MOUNTING SCREWS, ADJUSTING
CLAMP PIVOT SCREW AND ANCHOR BRACKET SCREW LOOSENED
CHECK RESET BAIL TRIP LEVER REQUIREMENT (FIGURE 1-27)
FOR SOME CLEARANCE AND ADJUST IF NECESSARY.

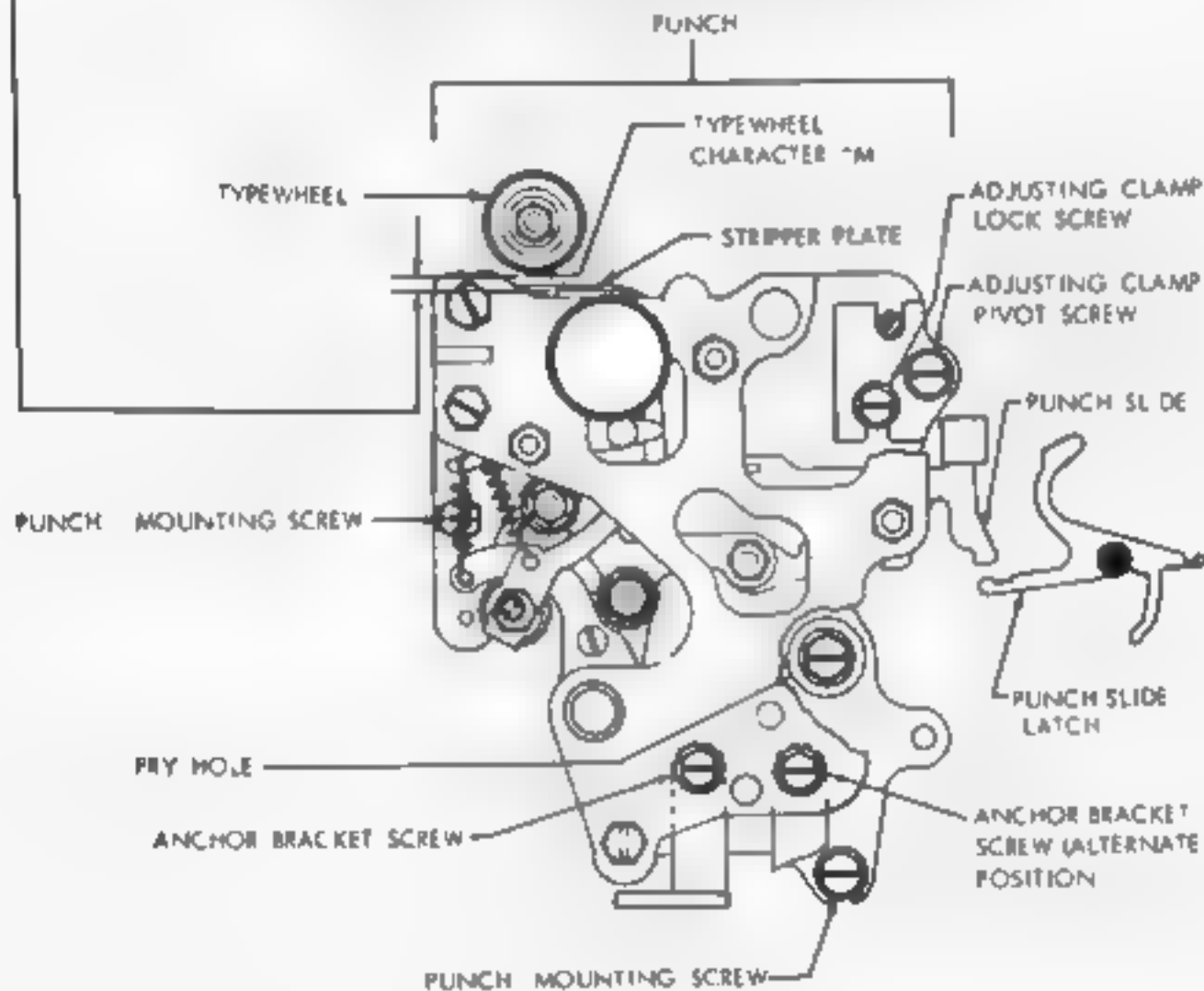


FIGURE 1-37 PUNCH MECHANISM

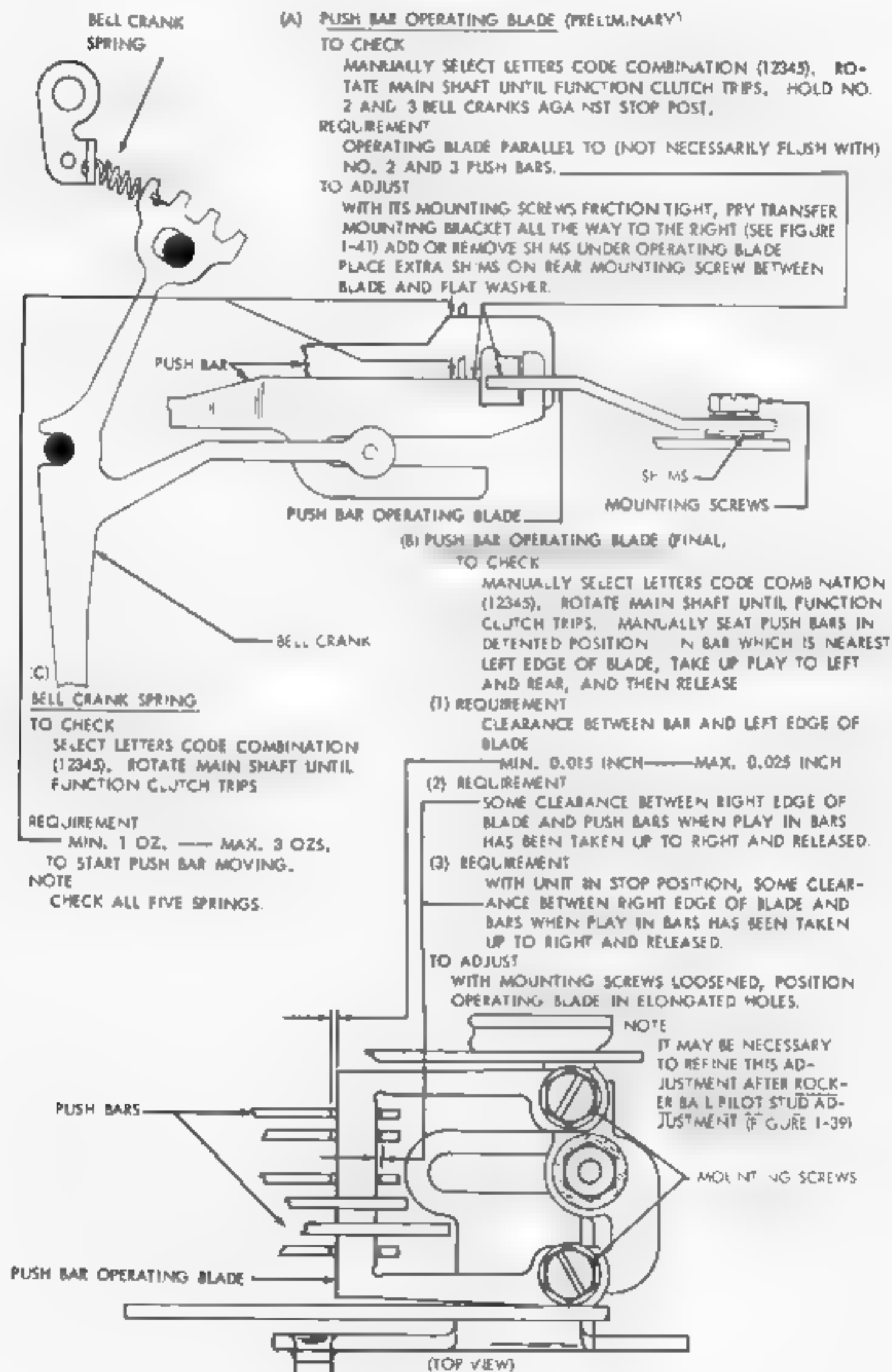


FIGURE 1-38. FUNCTION MECHANISM

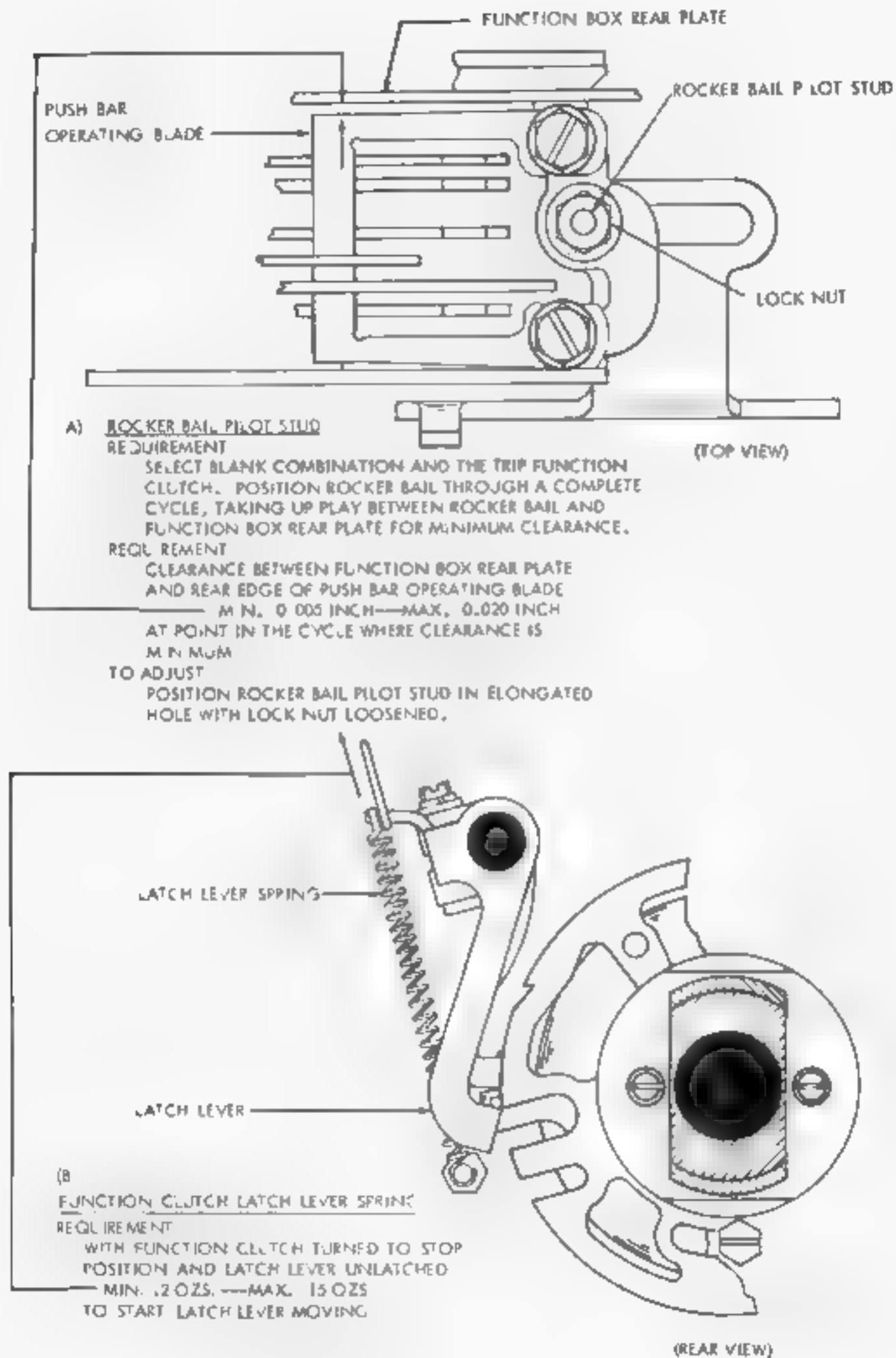
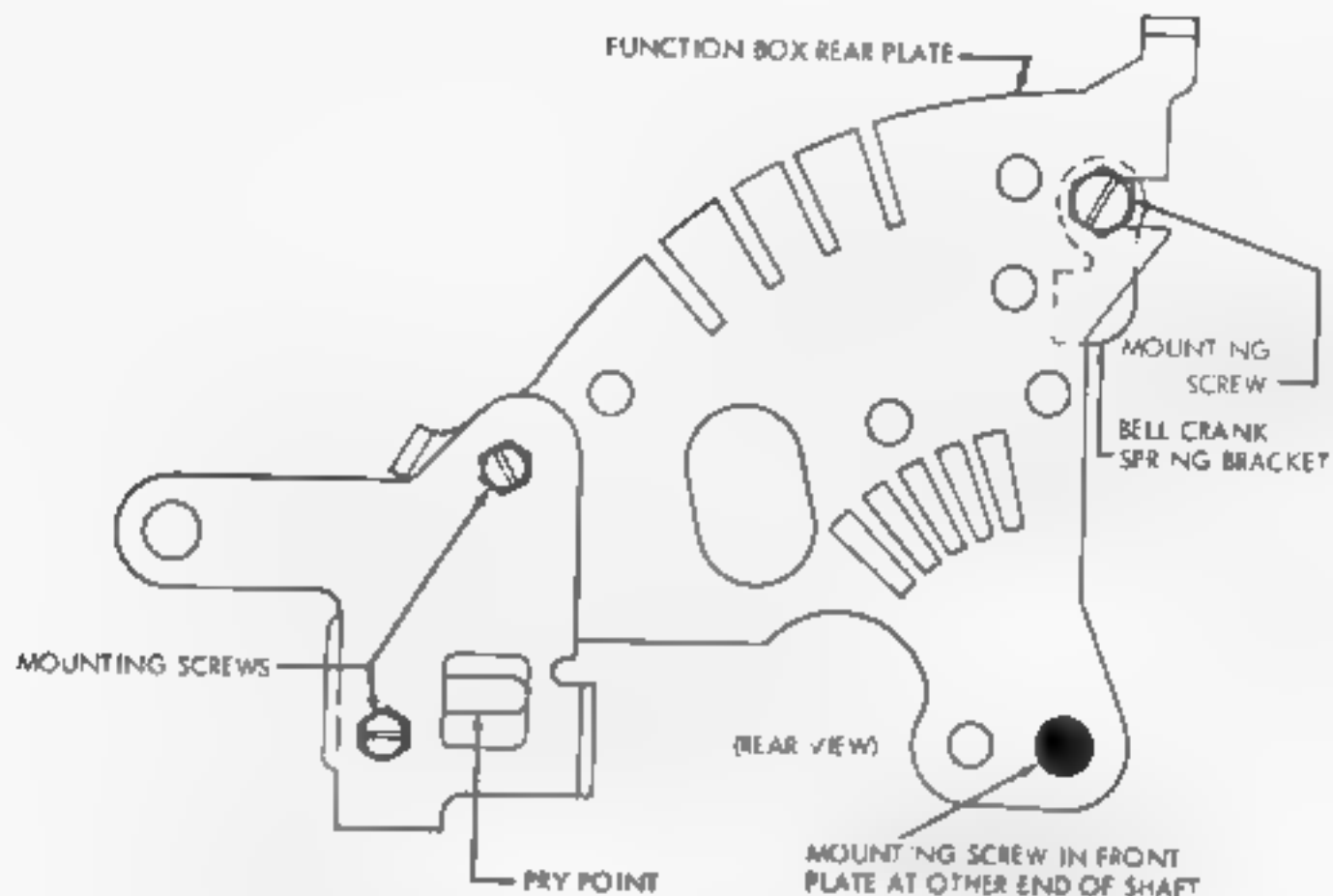


FIGURE 1-39. FUNCTION MECHANISM



FUNCTION BOX

TO CHECK

MANUALLY SELECT LETTERS CODE COMBINATION (12345)
 ROTATE MAIN SHAFT UNTIL FUNCTION CLUTCH TRIPS.
 PUNCH SLIDES ARE DISENGAGED FROM LATCHES (FIGURE 1-24)
 AND BLADE JUST TOUCHES PUSH BARS. IN NO. 2 AND 3
 PUSH BARS, TAKE UP PLAY DOWNWARD AND RELEASE

REQUIREMENT

TOP SURFACE OF OPERATING BLADE

FLUSH TO 0.020 INCH

BELOW TOP SURFACE OF NO. 2 AND 3 PUSH BARS.

TO ADJUST

USING PRY POINT, POSITION FUNCTION BOX WITH
 THREE MOUNTING SCREWS IN REAR PLATE AND ONE
 MOUNTING SCREW IN FRONT PLATE LOOSENED. CHECK
 POSITION OF BELL CRANK SPRING BRACKET AFTER
 MAKING THIS ADJUSTMENT.

FIGURE 1-40. FUNCTION MECHANISM

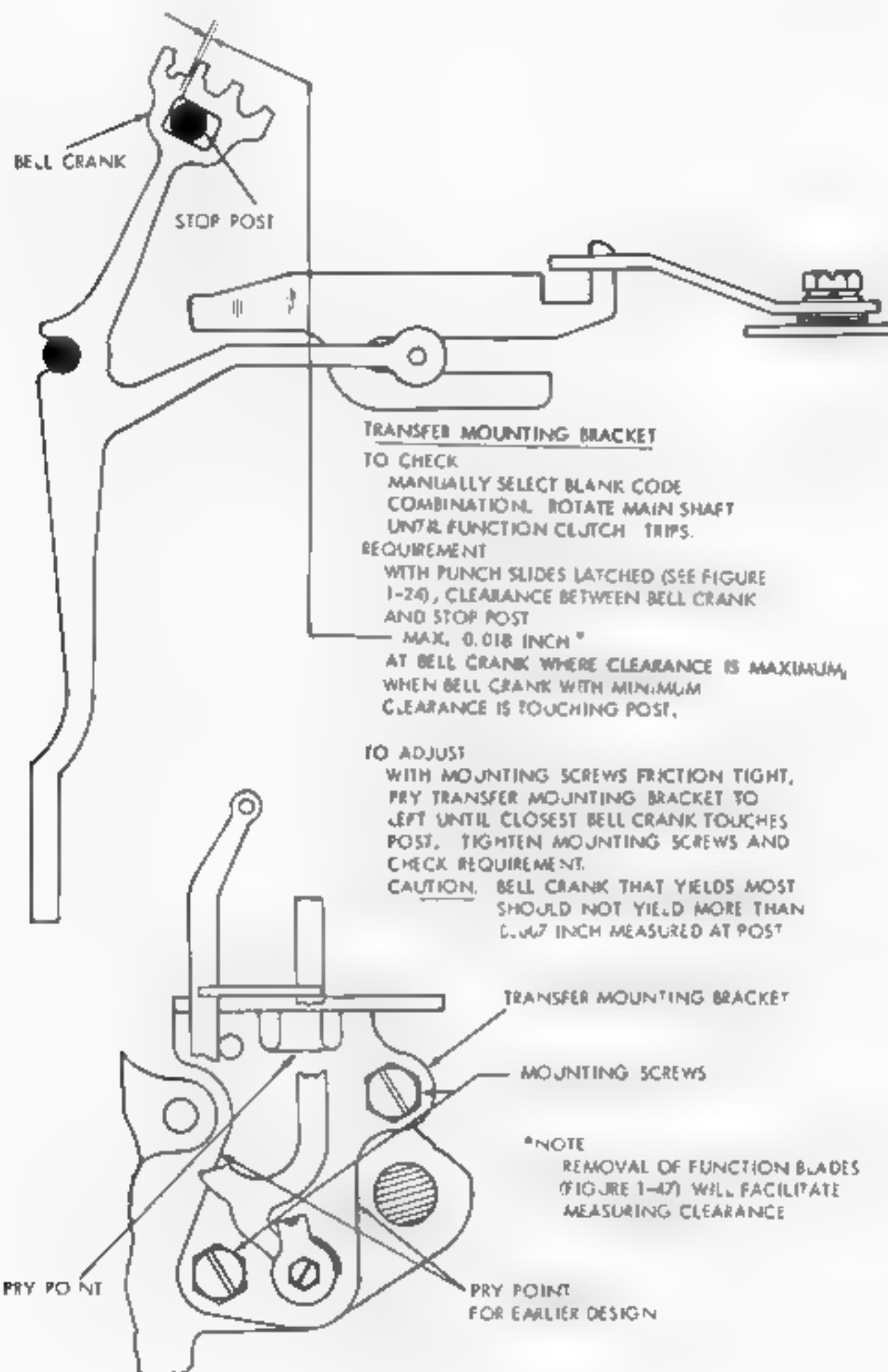


FIGURE 1-41. TRANSFER MECHANISM

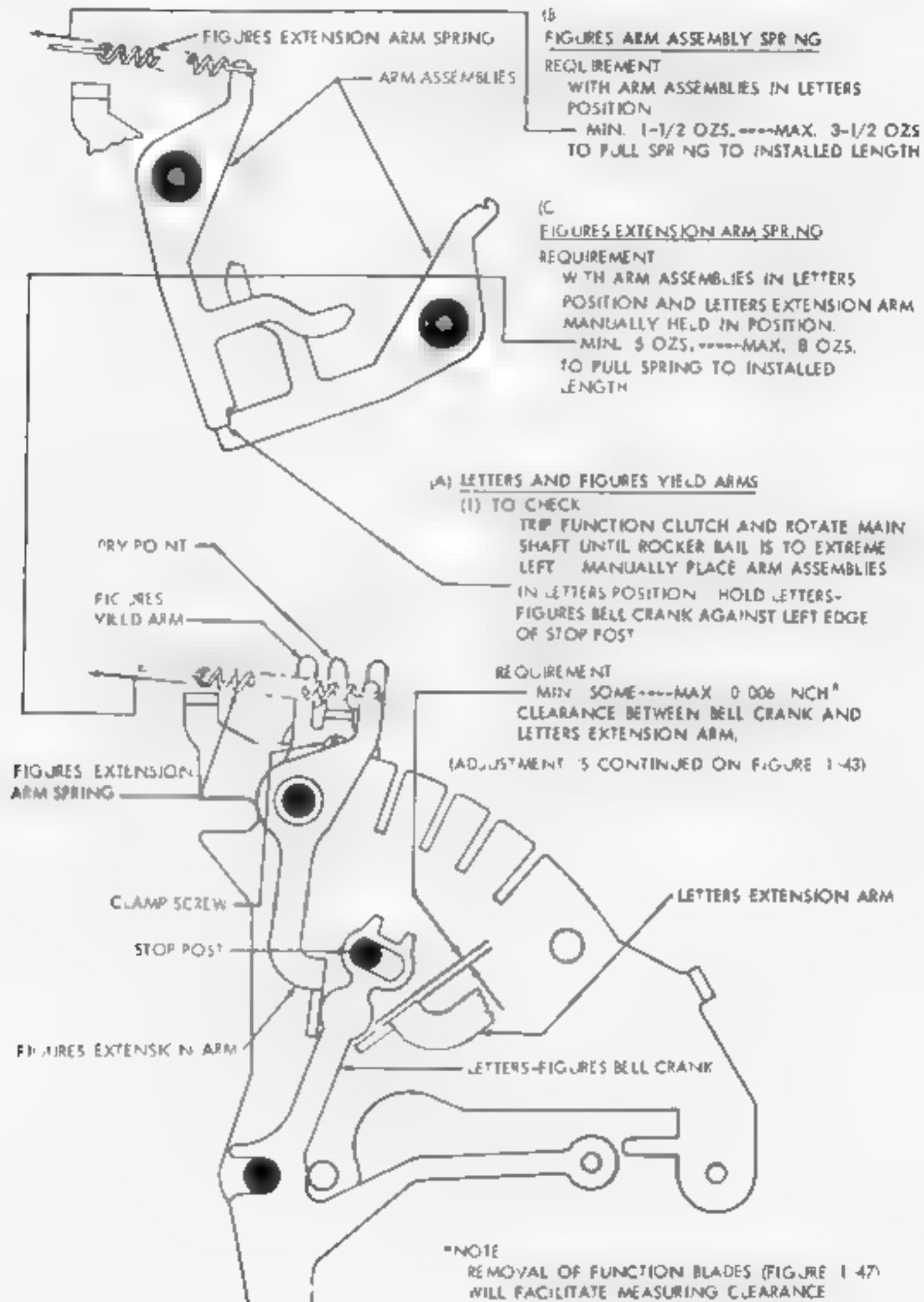


FIGURE 1-42. FUNCTION BOX MECHANISM

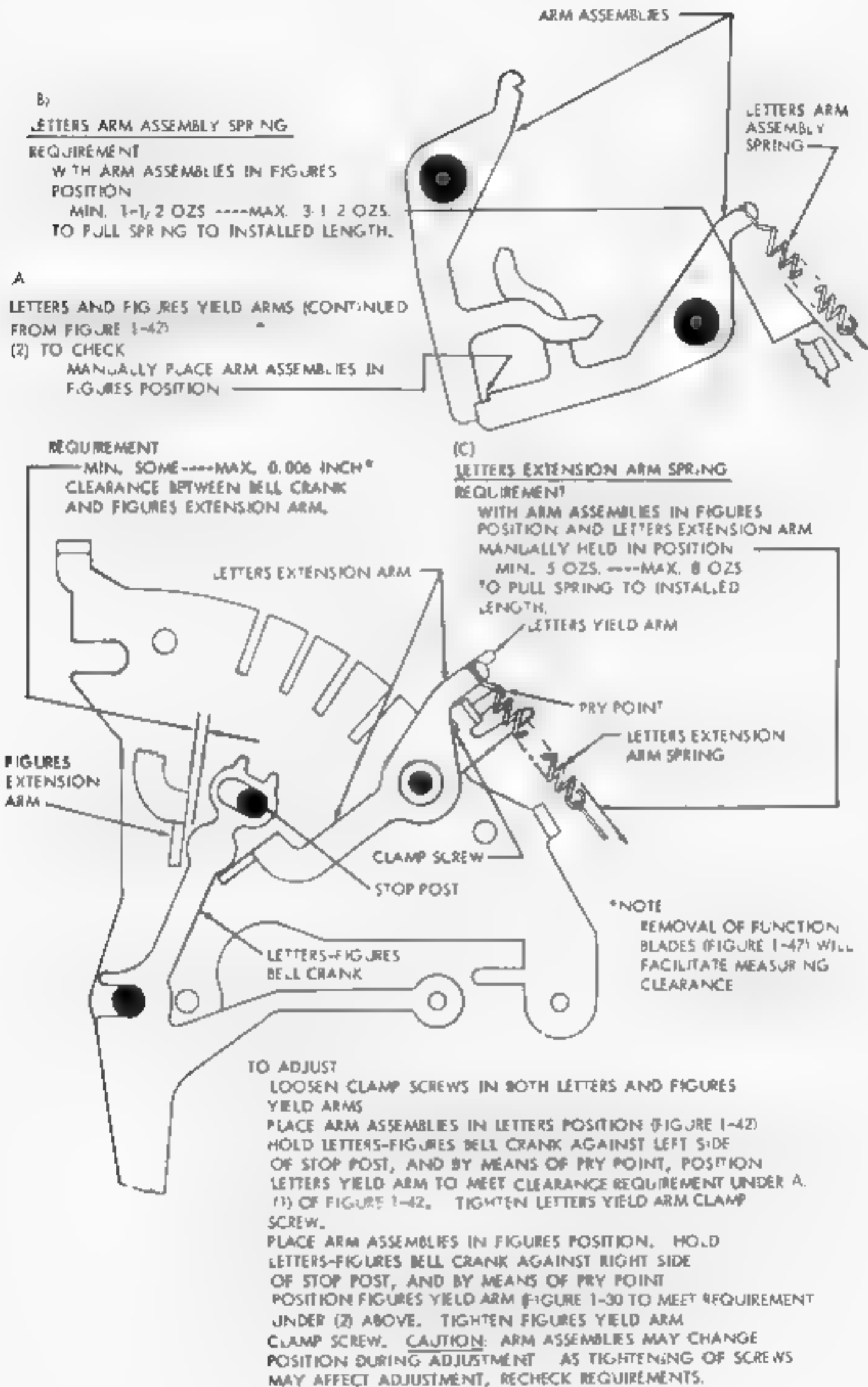
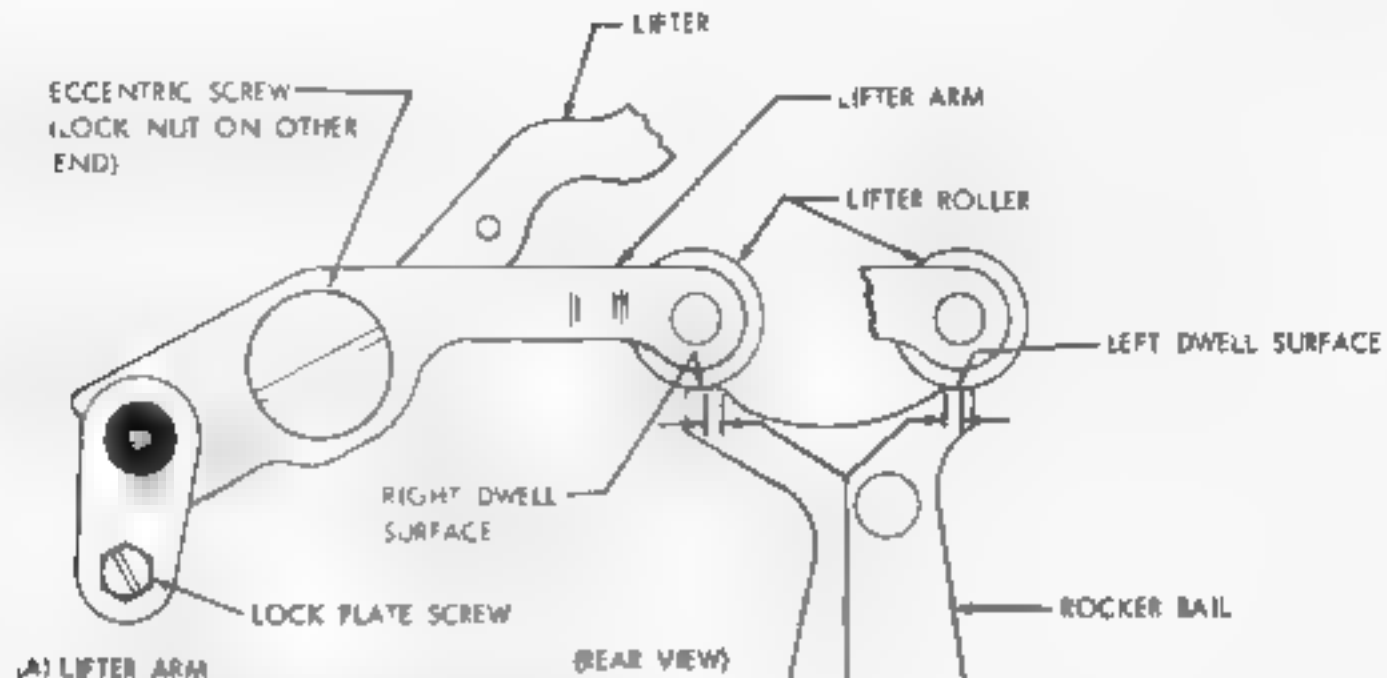


FIGURE 1-43. FUNCTION BOX MECHANISM

**(A) LIFTER ARM****TO CHECK**

TRIP FUNCTION CLUTCH, MOVE ROCKER BAIL TO EXTREME LEFT POSITION AND OBSERVE TRAVEL OF LIFTER ROLLER ON RIGHT DWELL SURFACE. MOVE ROCKER BAIL TO EXTREME RIGHT POSITION AND OBSERVE TRAVEL OF ROLLER ON LEFT DWELL SURFACE.

REQUIREMENT

APPROXIMATELY EQUAL TRAVEL ON EACH DWELL SURFACE

TO ADJUST *

LOOSEN LOCK PLATE SCREW UNTIL FRICTION TIGHT, WITH ECCENTRIC SCREW LOCK NUT FRICTION TIGHT, POSITION LIFTER ARM ON LIFTER, TIGHTEN LOCK PLATE SCREW, DO NOT TIGHTEN LOCK NUT

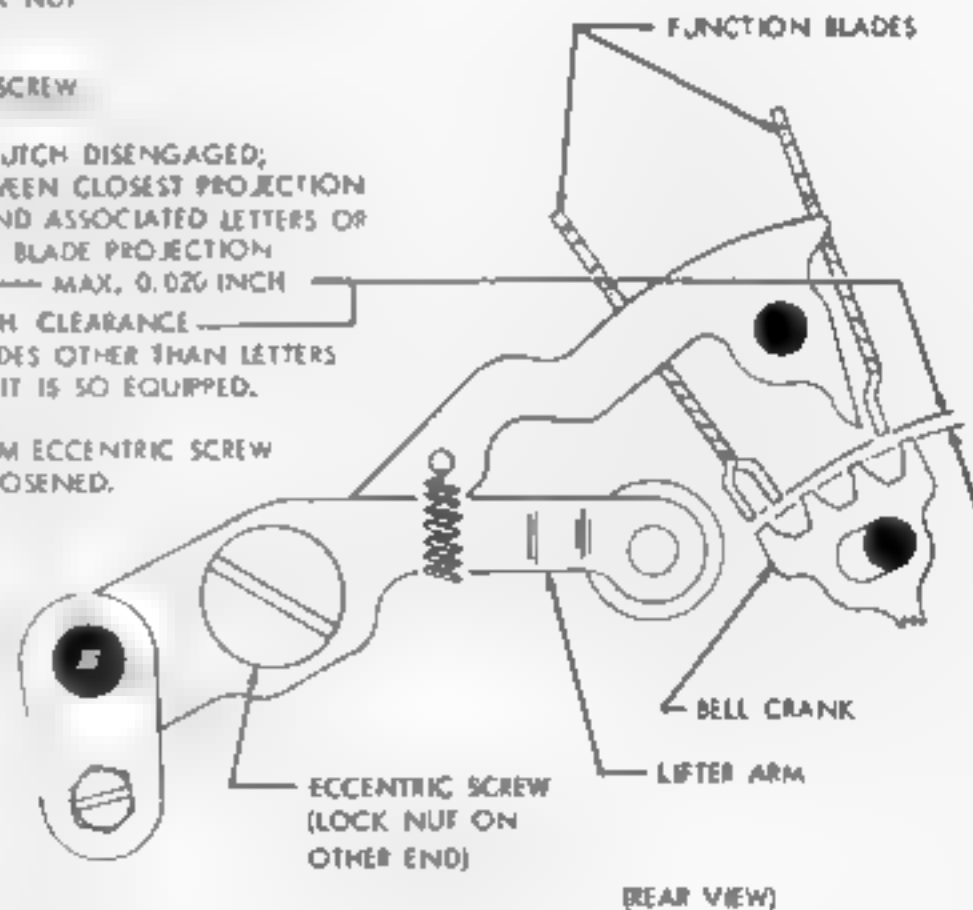
B. LIFTER ARM ECCENTRIC SCREW**REQUIREMENT**

WITH FUNCTION CLUTCH DISENGAGED;
(1) CLEARANCE BETWEEN CLOSEST PROJECTION OF BELL CRANKS AND ASSOCIATED LETTERS OR FIGURES FUNCTION BLADE PROJECTION
MIN. 0.008 INCH—MAX. 0.020 INCH

(2) MIN. 0.005 INCH CLEARANCE
FOR FUNCTION BLADES OTHER THAN LETTERS AND FIGURES IF UNIT IS SO EQUIPPED.

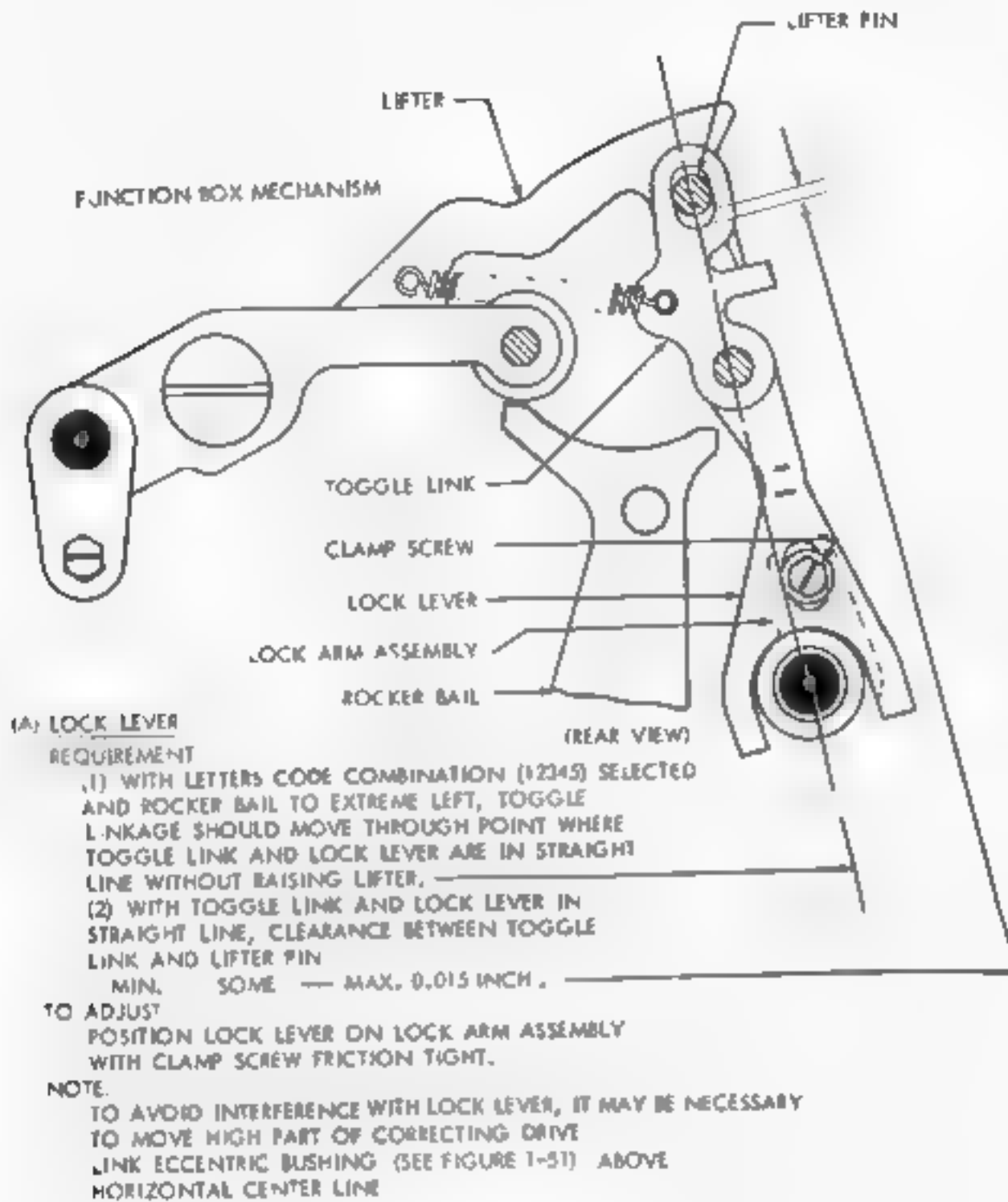
TO ADJUST

POSITION LIFTER ARM ECCENTRIC SCREW WITH LOCK NUT LOOSE.

***NOTE**

REMOVE TIMING CONTACTS (FIGURE 2-23) IF UNIT IS SO EQUIPPED

FIGURE 1-44. FUNCTION BOX MECHANISM



(B) NO. 5 PULSE BEAM SPRING

REQUIREMENT

MIN. 10 OZS. --- MAX 15 OZS.
TO PULL SPRING TO LENGTH OF 7/16 INCH

NO. 5 PULSE BEAM

NO. 5 PULSE BEAM SPRING

(TOP VIEW)

7/16 INCH

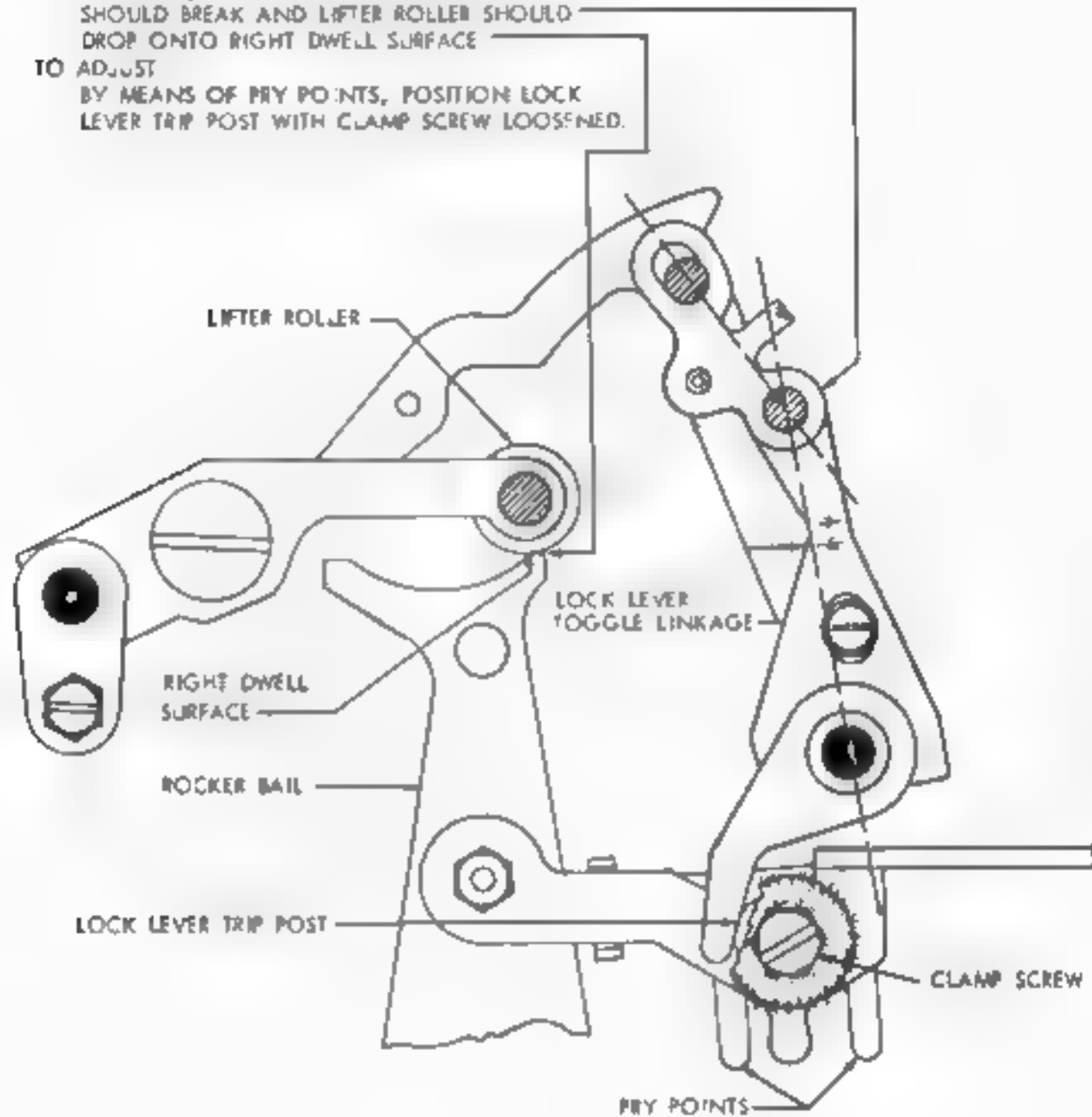
FIGURE 1-45. PERFORATOR AND TRANSFER MECHANISMS

LOCK LEVER TRIP POSTREQUIREMENT

AS ROCKER BAIL APPROACHES EXTREME RIGHT POSITION, LOCK LEVER TOGGLE LINKAGE SHOULD BREAK AND LIFTER ROLLER SHOULD DROP ONTO RIGHT DWELL SURFACE

TO ADJUST

BY MEANS OF PRY POINTS, POSITION LOCK LEVER TRIP POST WITH CLAMP SCREW LOOSENED.



(REAR VIEW)

FIGURE 1-46. FUNCTION BOX MECHANISM

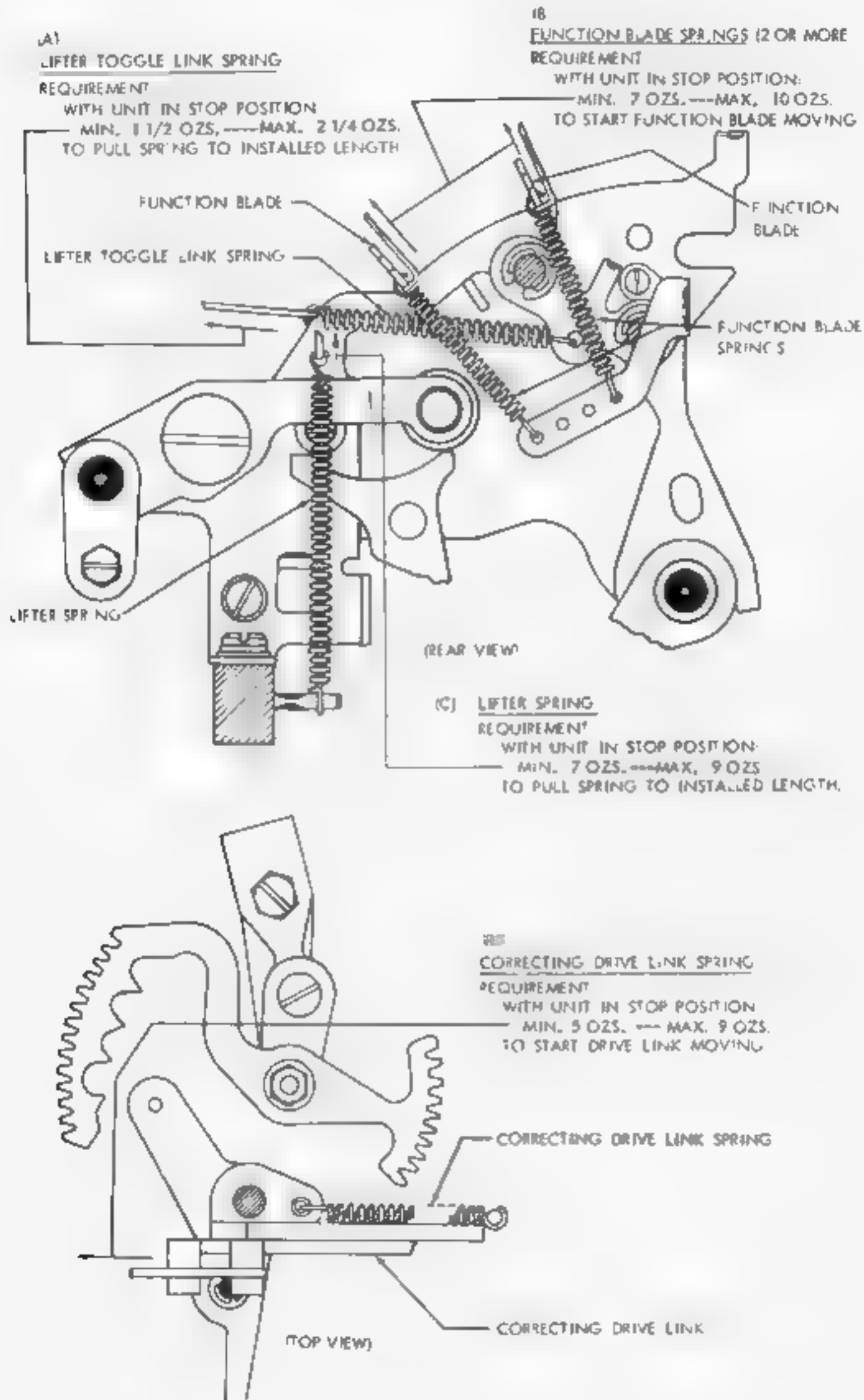


FIGURE 1-47 FUNCTION BOX AND CORRECTING MECHANISMS

A) OSCILLATING DRIVE LINK**TO CHECK**

POSITION ROCKER BAIL TO ITS EXTREME LEFT

REQUIREMENT

SECTOR MOUNTING STUD, TOGGLE PIVOT SCREW AND OSCILLATING DRIVE BAIL MOUNTING SCREW SHOULD APPROXIMATELY LINE UP

TO ADJUST

POSITION OSCILLATING DRIVE LINK BY MEANS OF ITS ECCENTRIC BUSHING

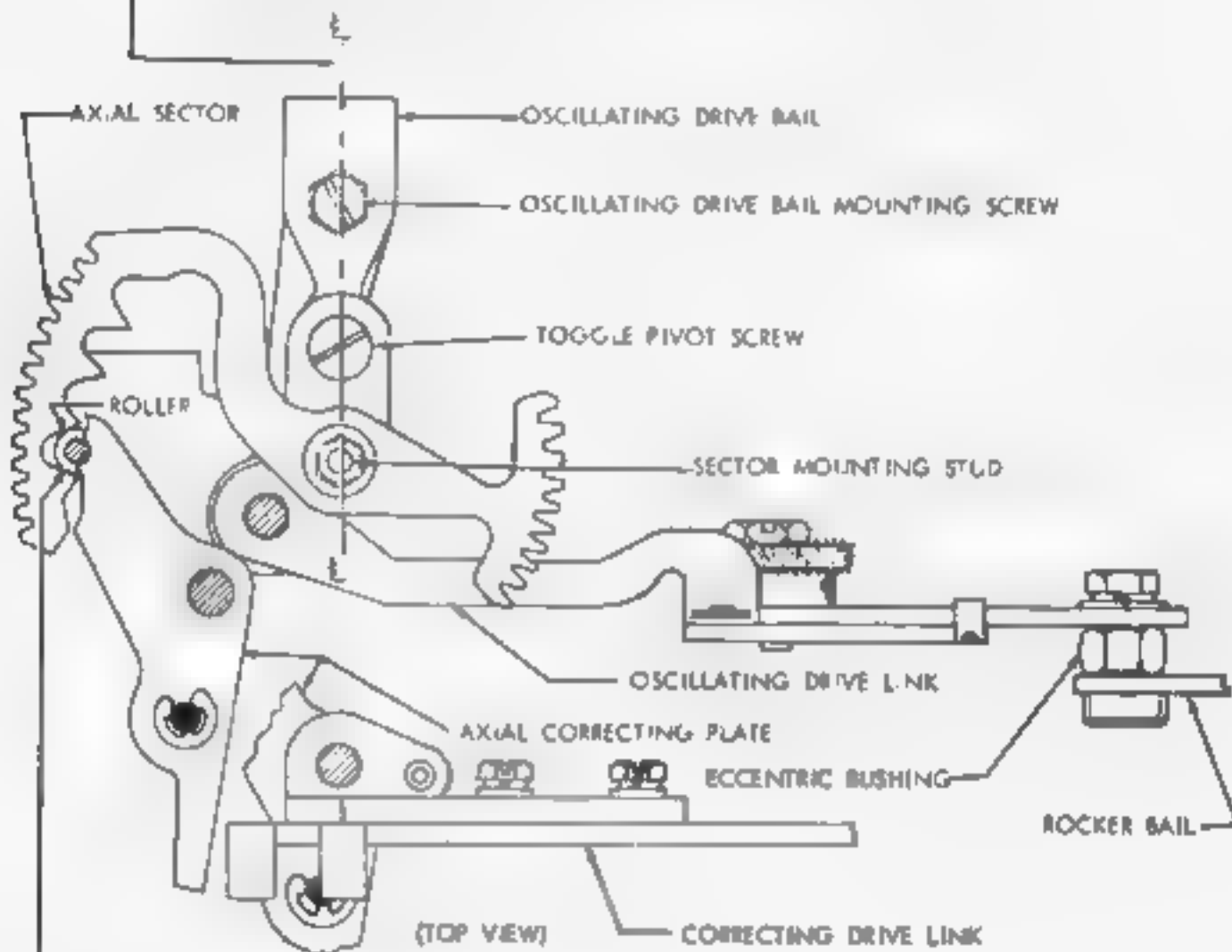
**B) OSCILLATING DRIVE BAIL****TO CHECK**MANUALLY SELECT BLANK CODE COMBINATION.
ROTATE MAIN SHAFT UNTIL ROCKER BAIL IS TO
EXTREME LEFT.**REQUIREMENT**(1) ROLLER ON AXIAL CORRECTING PLATE SEATED
FIRMLY IN CENTER OF FIRST NOTCH OF AXIAL
SECTOR**TO ADJUST**WITH OSCILLATING DRIVE BAIL MOUNTING SCREW LOOSENED,
POSITION CORRECTING DRIVE LINK SO THAT ROLLER FITS SNUGLY IN FIRST NOTCH
ROLLER SHOULD RIDE CENTRALIZED IN NOTCH WITH NOTCH TOUCHING BOTH SIDES,
AND DRIVE BAIL SHOULD BE LOOSE AND IN POSITION CORRESPONDING TO THAT
OF CORRECTING PLATE

FIGURE 1-4B. AXIAL POSITIONING MECHANISM

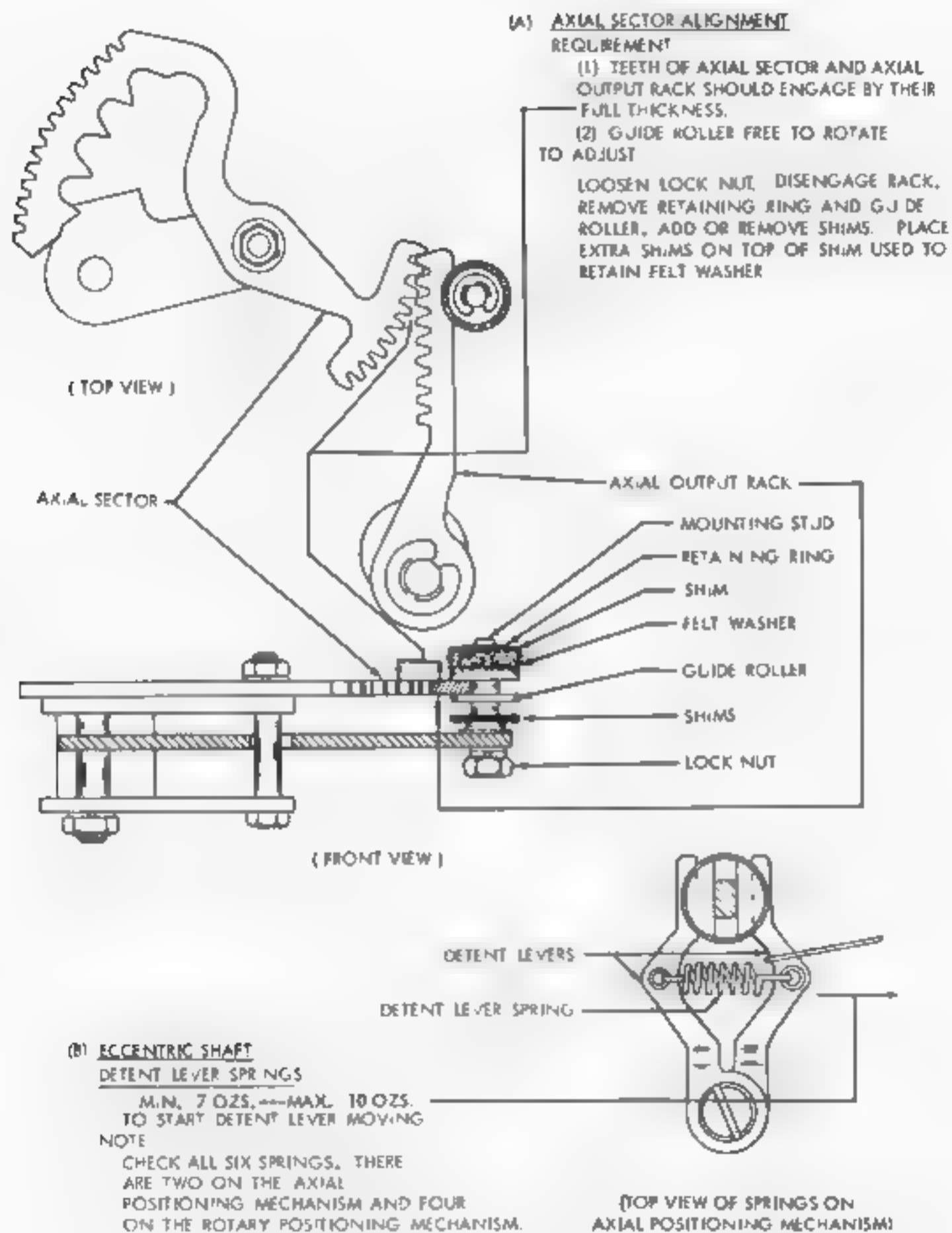


FIGURE 1-49. AXIAL POSITIONING MECHANISM

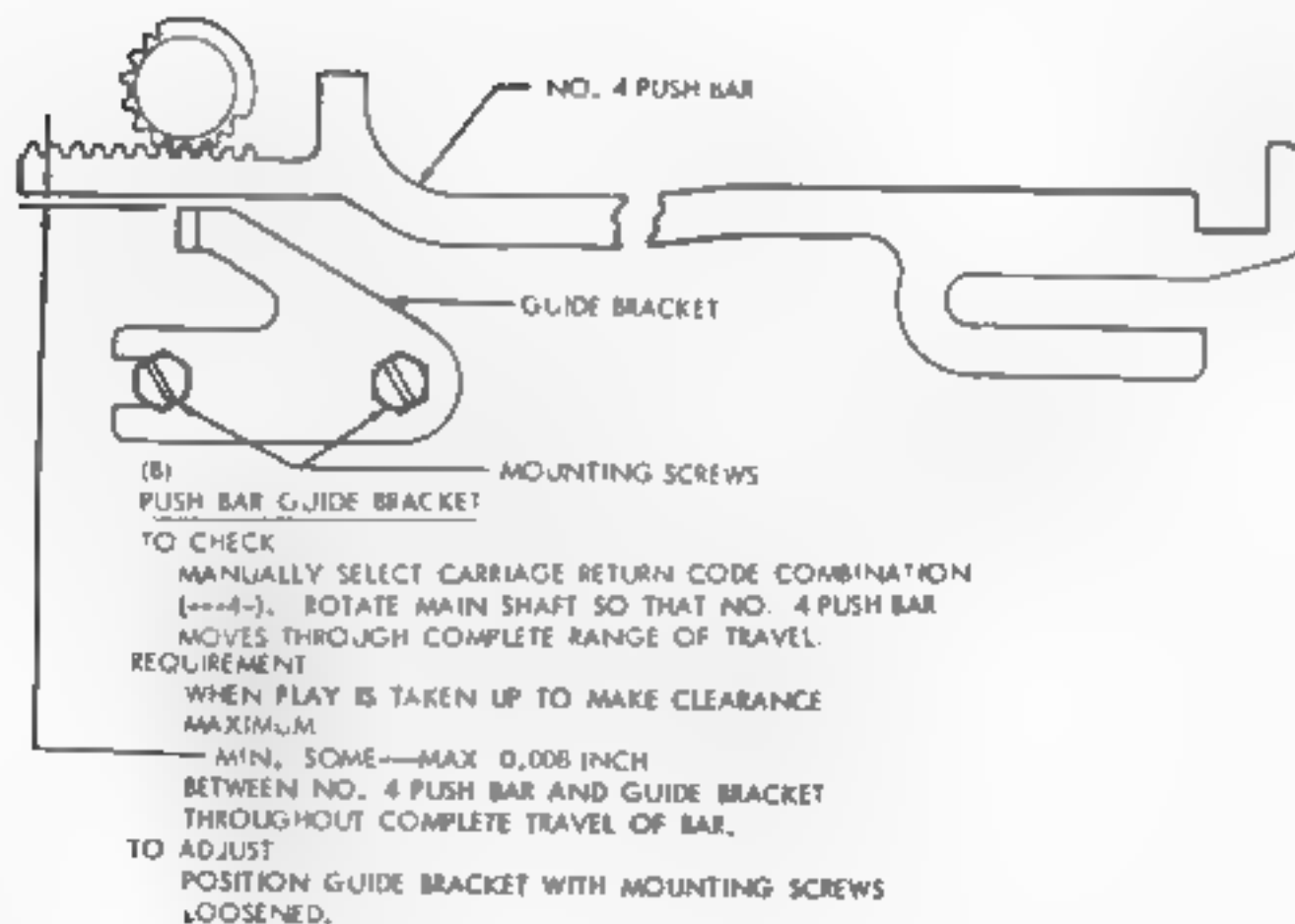
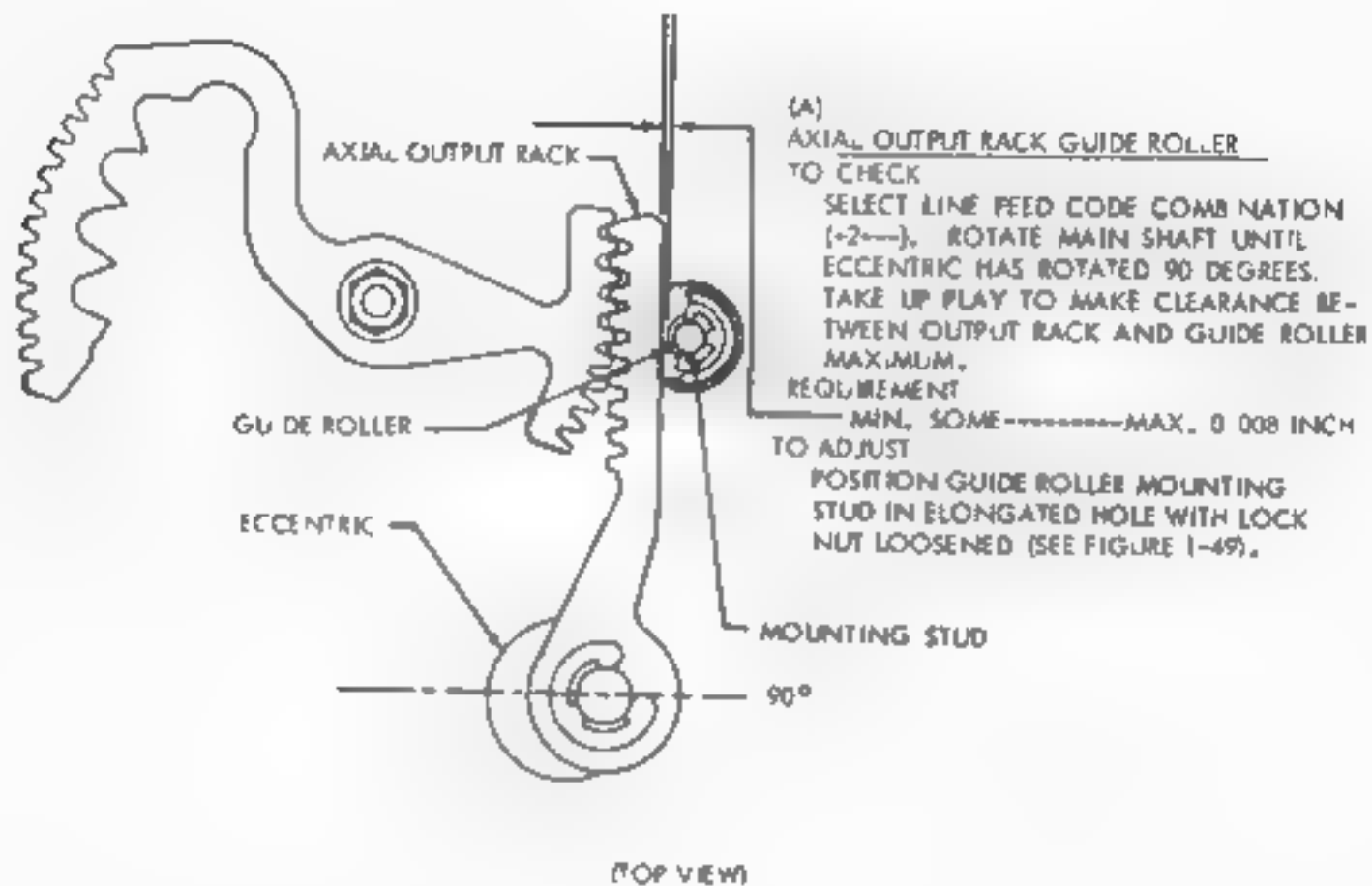


FIGURE 1-50. AXIAL AND ROTARY POSITIONING MECHANISMS

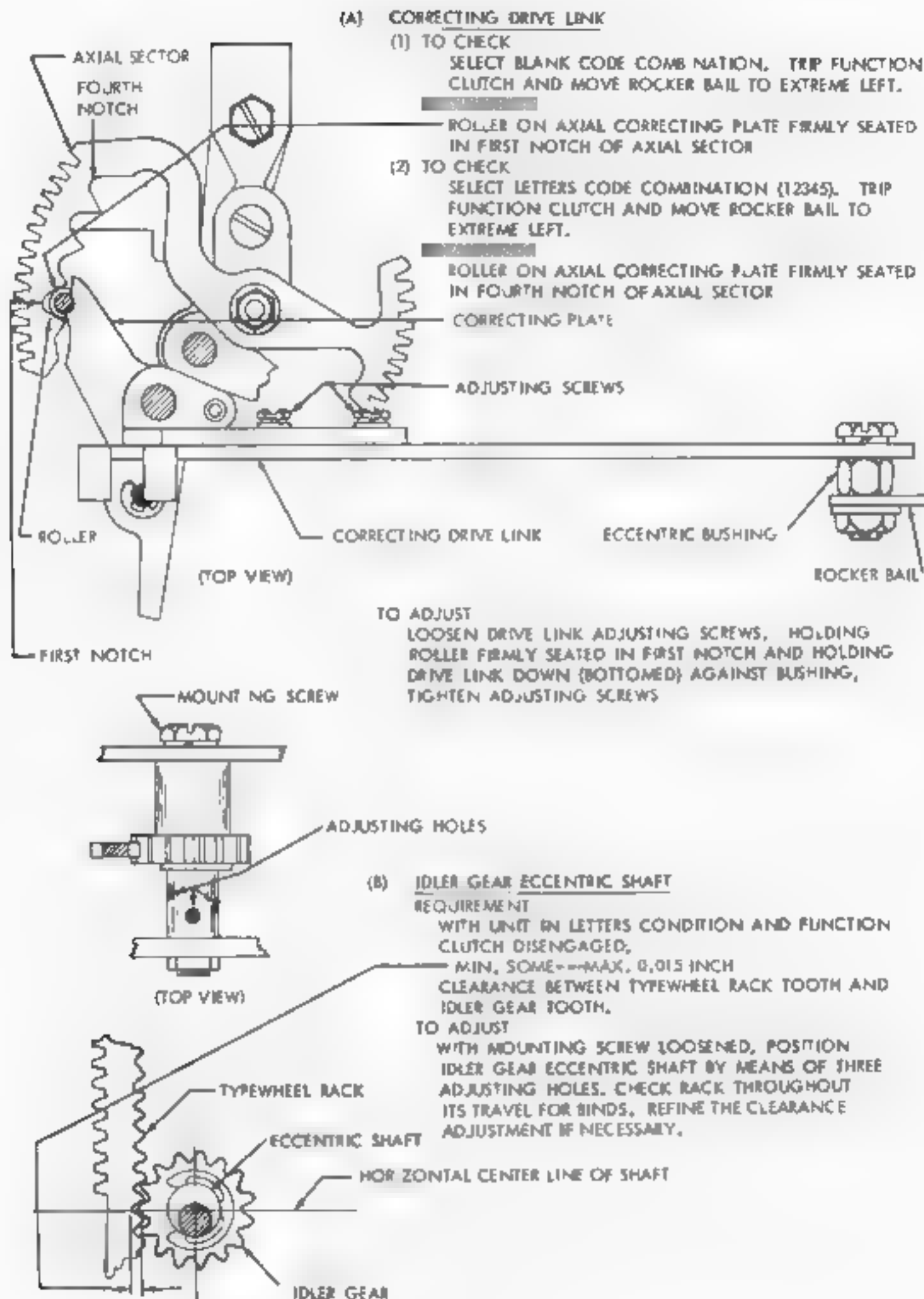


FIGURE 1-51. CORRECTING MECHANISM

ROTARY CORRECTING LEVER

1) TO CHECK

LOOSEN CORRECTING CLAMP ADJUSTING SCREW WITH UNIT IN FIGURES CONDITION, SELECT NO 9 CODE COMBINATION (---45). TRIP FUNCTION CLUTCH AND POSITION ROCKER BAIL TO EXTREME LEFT, MANUALLY SEAT ROTARY CORRECTING LEVER IN TYPE WHEEL RACK

REQUIREMENT

SECOND TOOTH FROM TOP OF RACK SEATED BETWEEN LOBES OF CORRECTING LEVER

TO ADJUST

LOOSEN ECCENTRIC BUSHING LOCK NUT WITH CLAMP ADJUSTING SCREW LOOSENED AND CORRECTING LEVER PIVOT TO RIGHT OF CENTER LINE, POSITION CORRECTING LEVER, TIGHTEN BUSHING LOCK NUT, DO NOT TIGHTEN CLAMP ADJUSTING SCREW AT THIS TIME

2) TO CHECK

IN A MANNER SIMILAR TO THAT DESCRIBED ABOVE CHECK ENGAGEMENT OF FIFTH TOOTH (---34--- CODE COMBINATION SELECTED IN FIGURES CONDITION), NINTH TOOTH ---4--- CODE COMBINATION SELECTED IN LETTERS CONDITION) AND SIXTEENTH TOOTH ---3-5 CODE COMBINATION SELECTED IN LETTERS CONDITION).

TO ADJUST

REFINE ADJUSTMENT UNDER (1) ABOVE

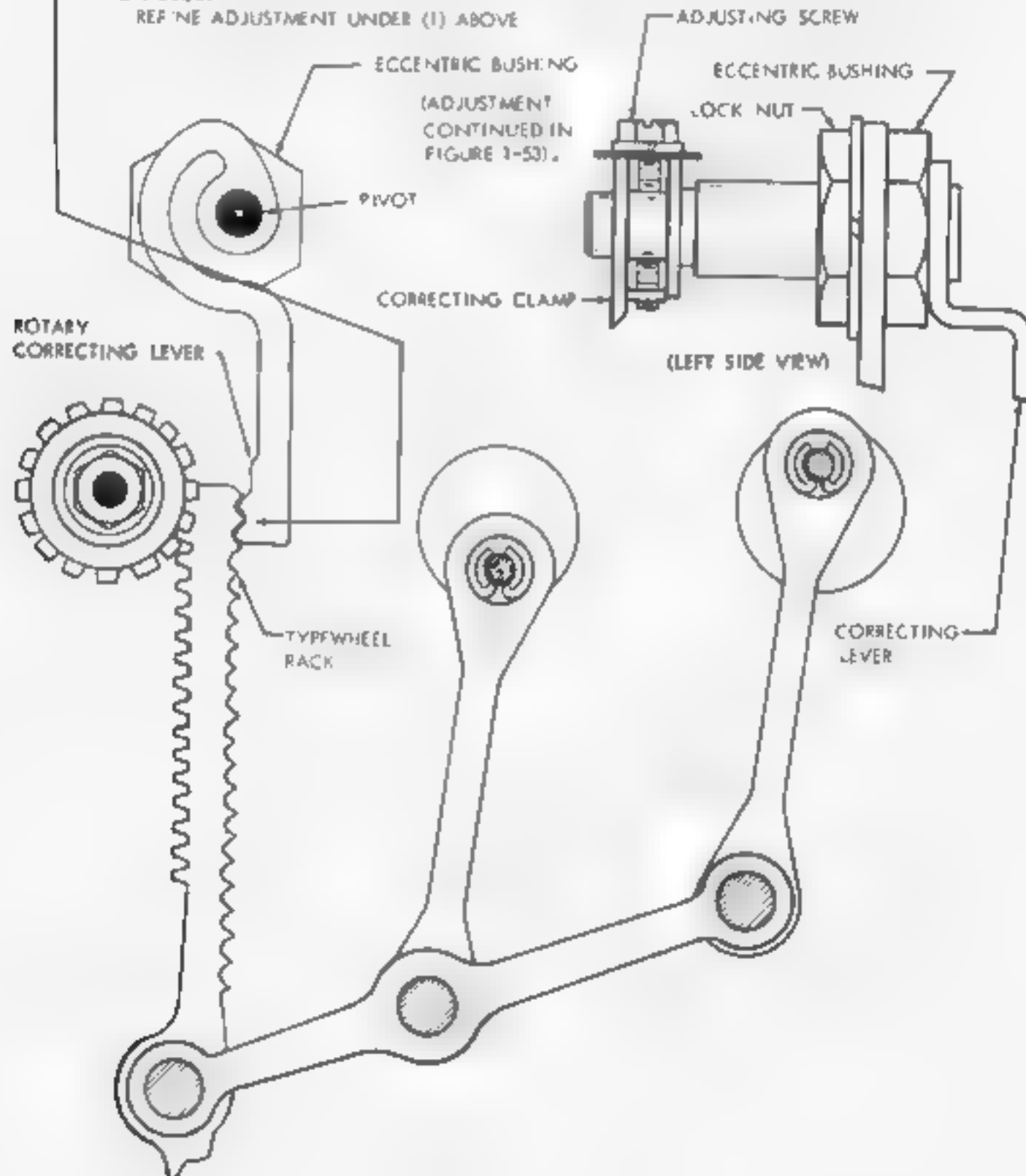


FIGURE 1-52. CORRECTING MECHANISM

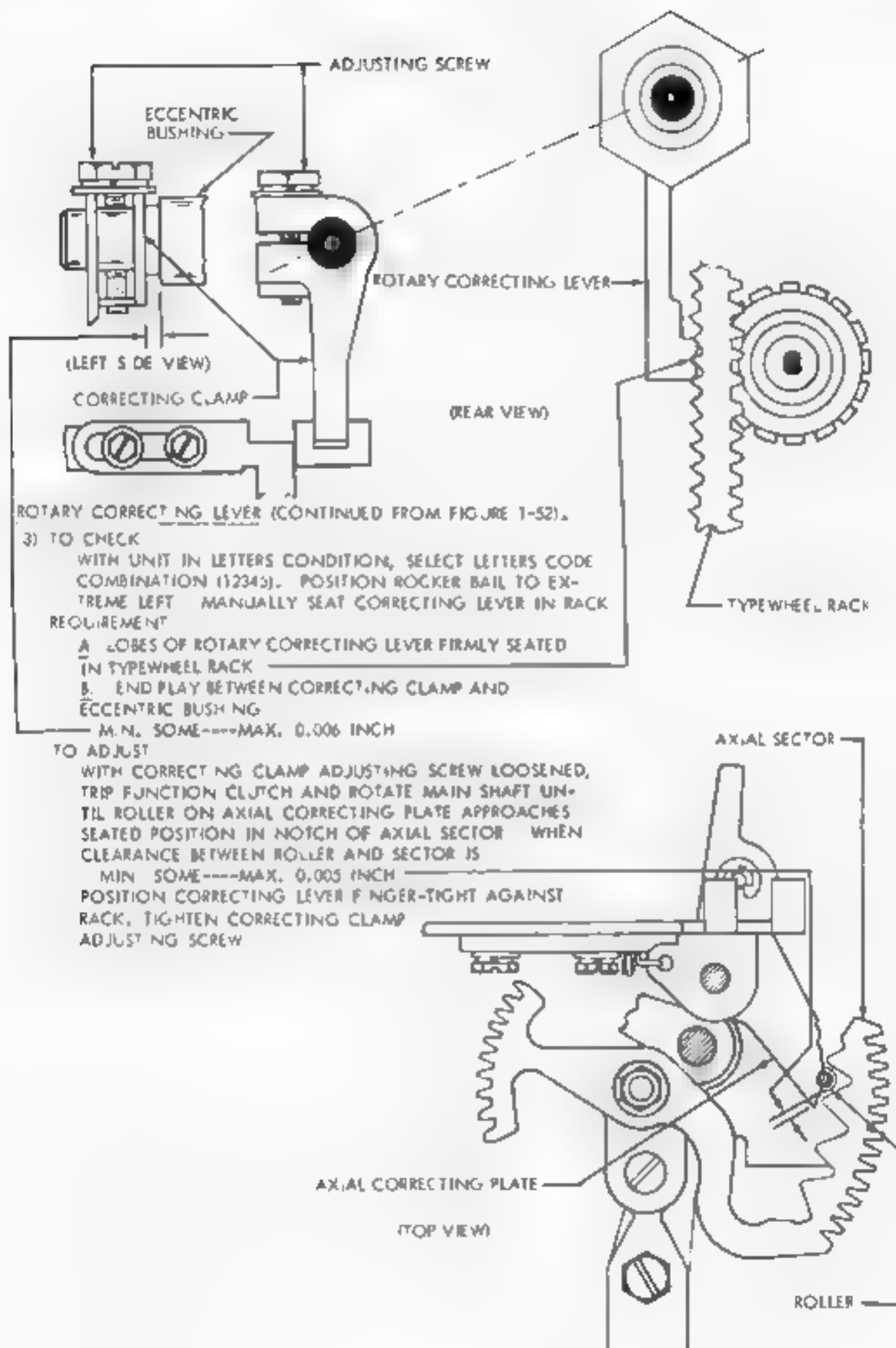


FIGURE 1-53. CORRECTING MECHANISM

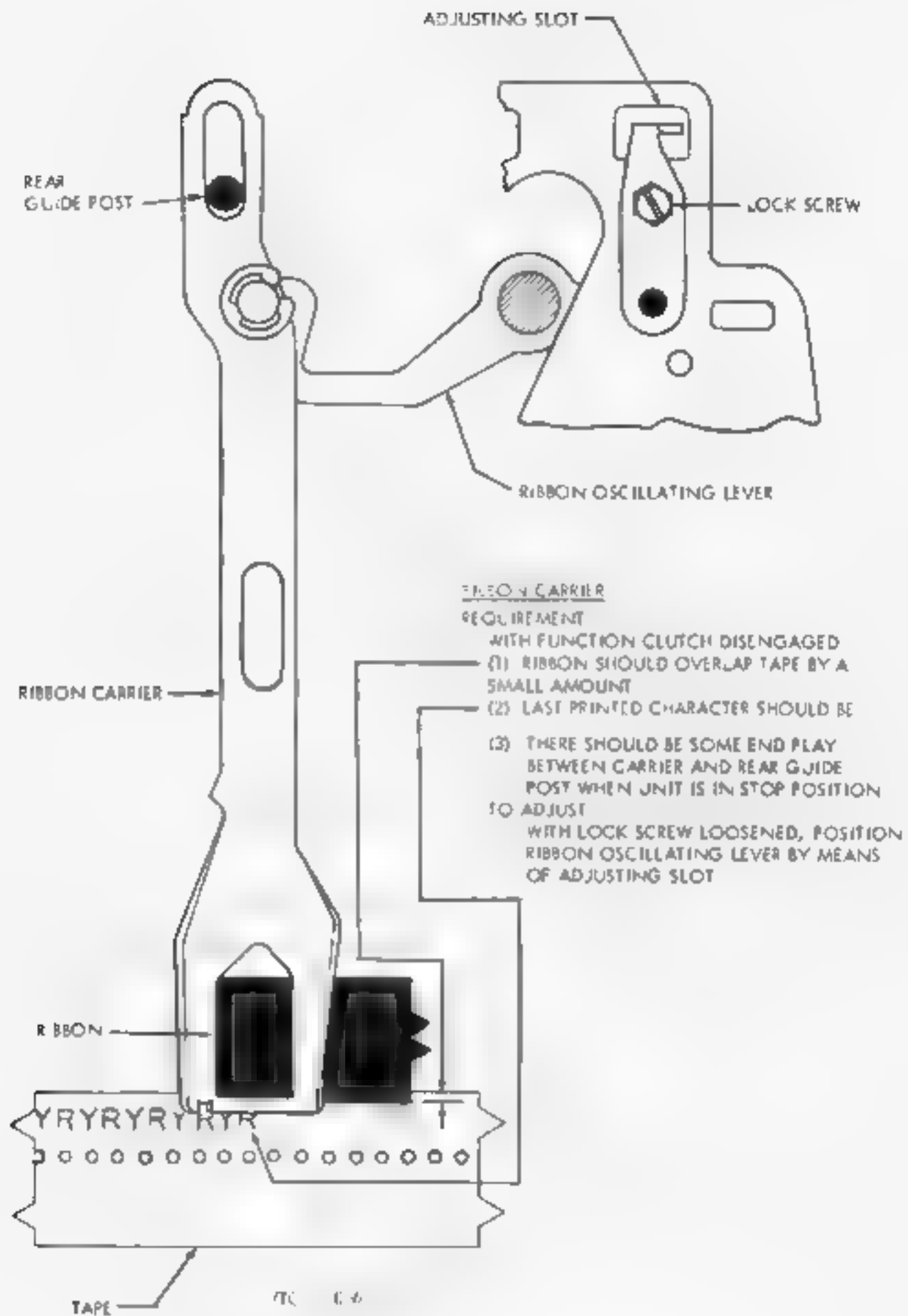


FIGURE 1-54 RIBBON OSCILLATING MECHANISM FOR CHADLESS TAPE

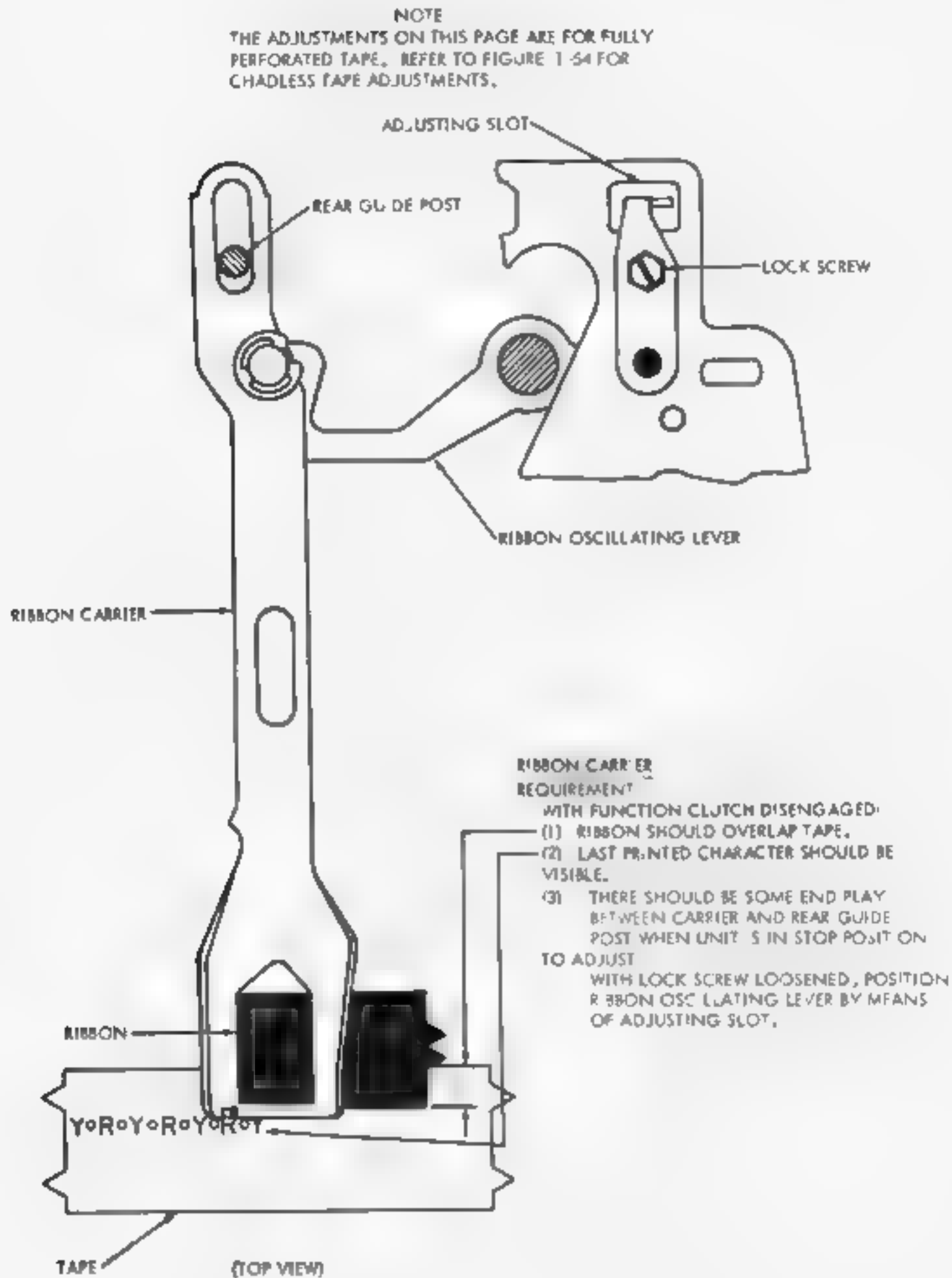


FIGURE 1-55. RIBBON OSCILLATING MECHANISM FOR FULLY PERFORATED TAPE

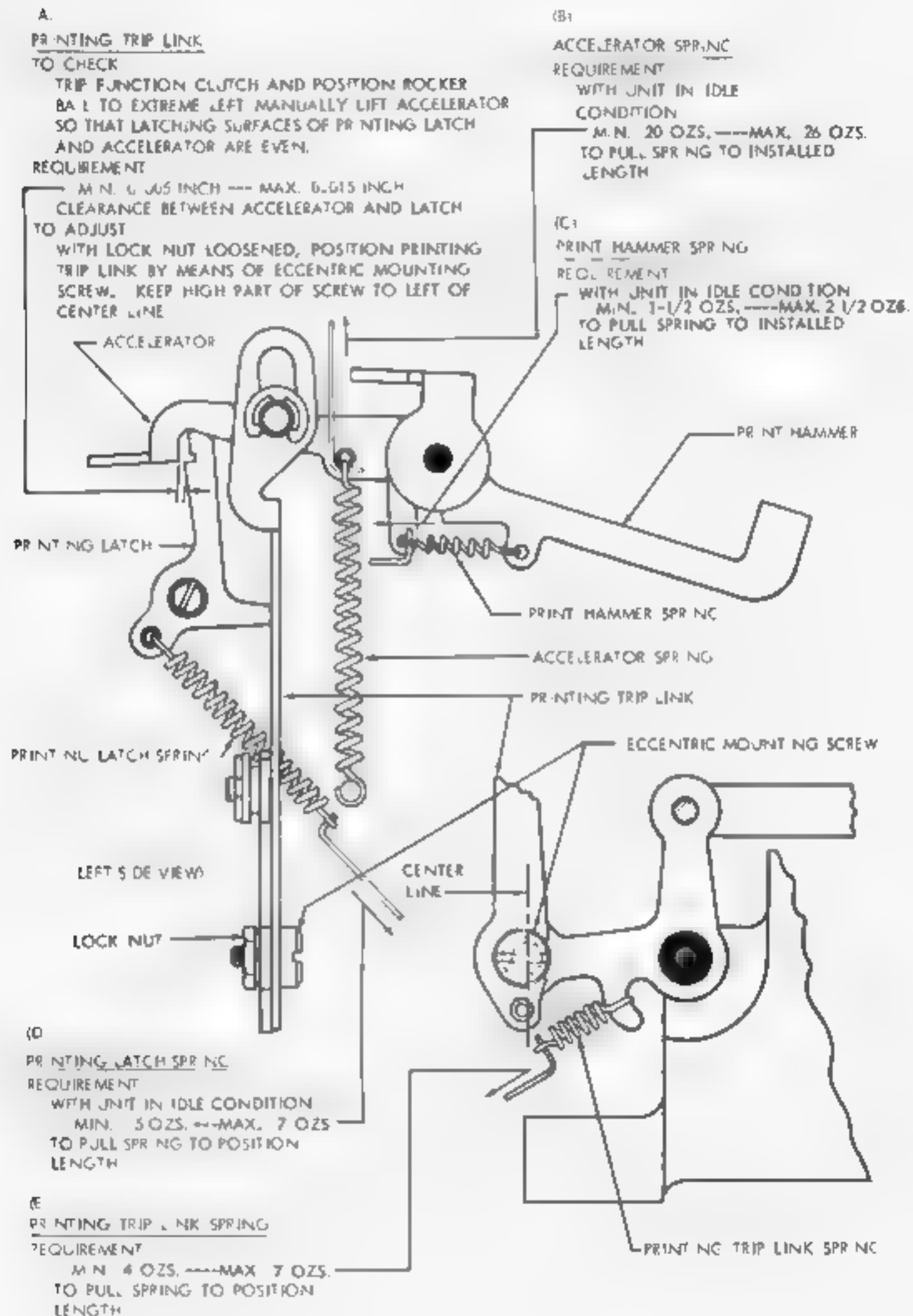


FIGURE 1-36. PRINTING MECHANISM FOR CHADLESS TAPE

PRINTING TRIP LINKTO CHECK

TRIP FUNCTION CLUTCH AND POSITION ROCKER
BAIL TO EXTREME LEFT, MANUALLY LIFT ACCELERATOR
SO THAT LATCHING SURFACES OF PRINTING LATCH
AND ACCELERATOR ARE EVEN.

REQUIREMENT

MIN 0.005 INCH MAX 0.015 INCH
CLEARANCE BETWEEN ACCELERATOR AND LATCH.
TO ADJUST

WITH LOCK NUT LOOSENED, POSITION PRINTING
TRIP LINK BY MEANS OF ECCENTRIC MOUNTING
SCREW. KEEP HIGH PART OF SCREW TO LEFT OF
CENTER LINE.

ACCELERATOR SPRINGREQUIREMENT

WITH UNIT IN IDLE
CONDITION:

MIN. 20 OZS. --- MAX. 26 OZS.
TO PULL SPRING TO INSTALLED
LENGTH.

NOTE

THE ADJUSTMENTS ON THIS PAGE ARE FOR FULLY
PERFORATED TAPE. REFER TO FIGURE 1-56
FOR CHADLESS TAPE ADJUSTMENTS

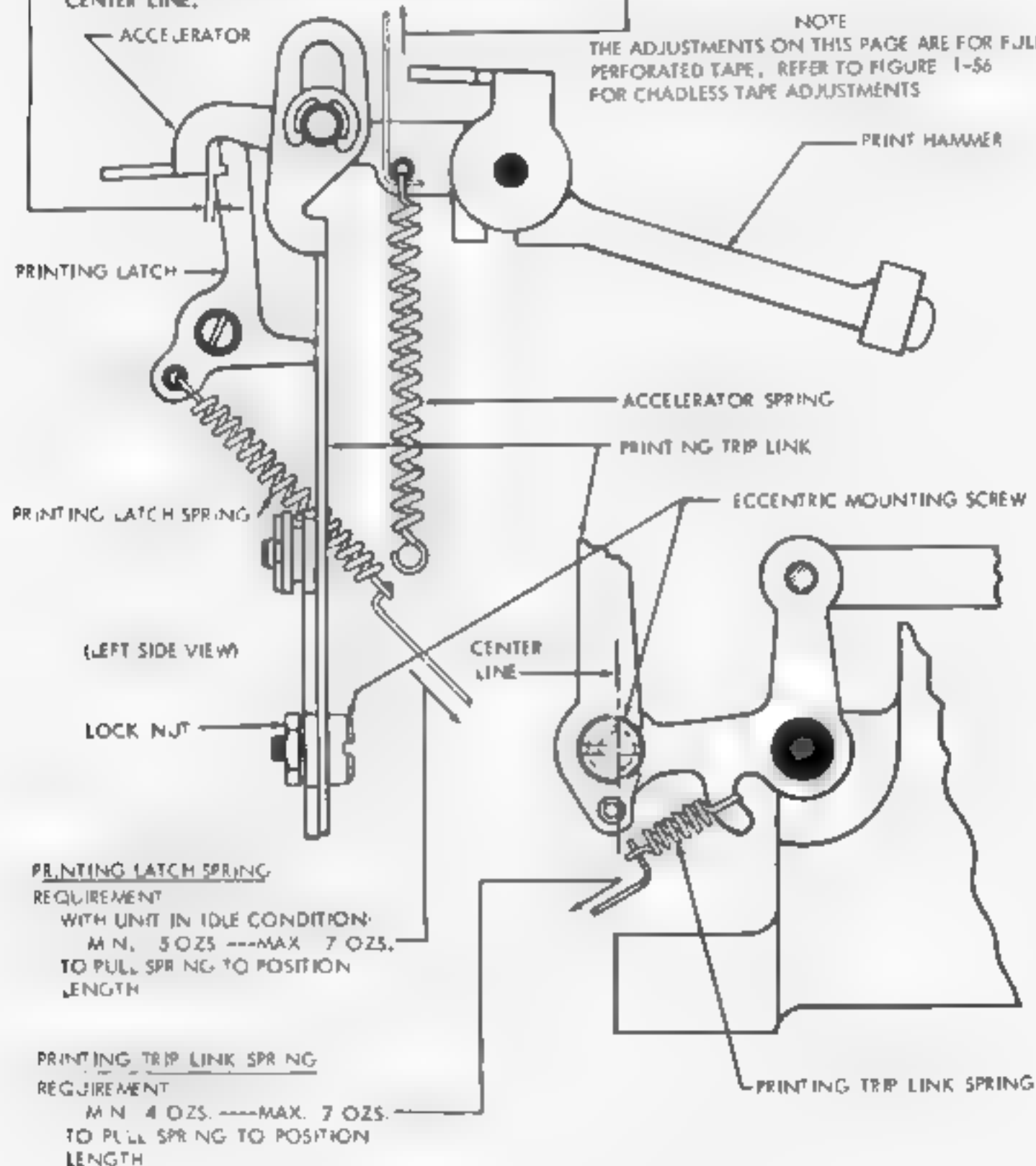


FIGURE 1-57. PRINTING MECHANISM FOR FULLY PERFORATED TAPE

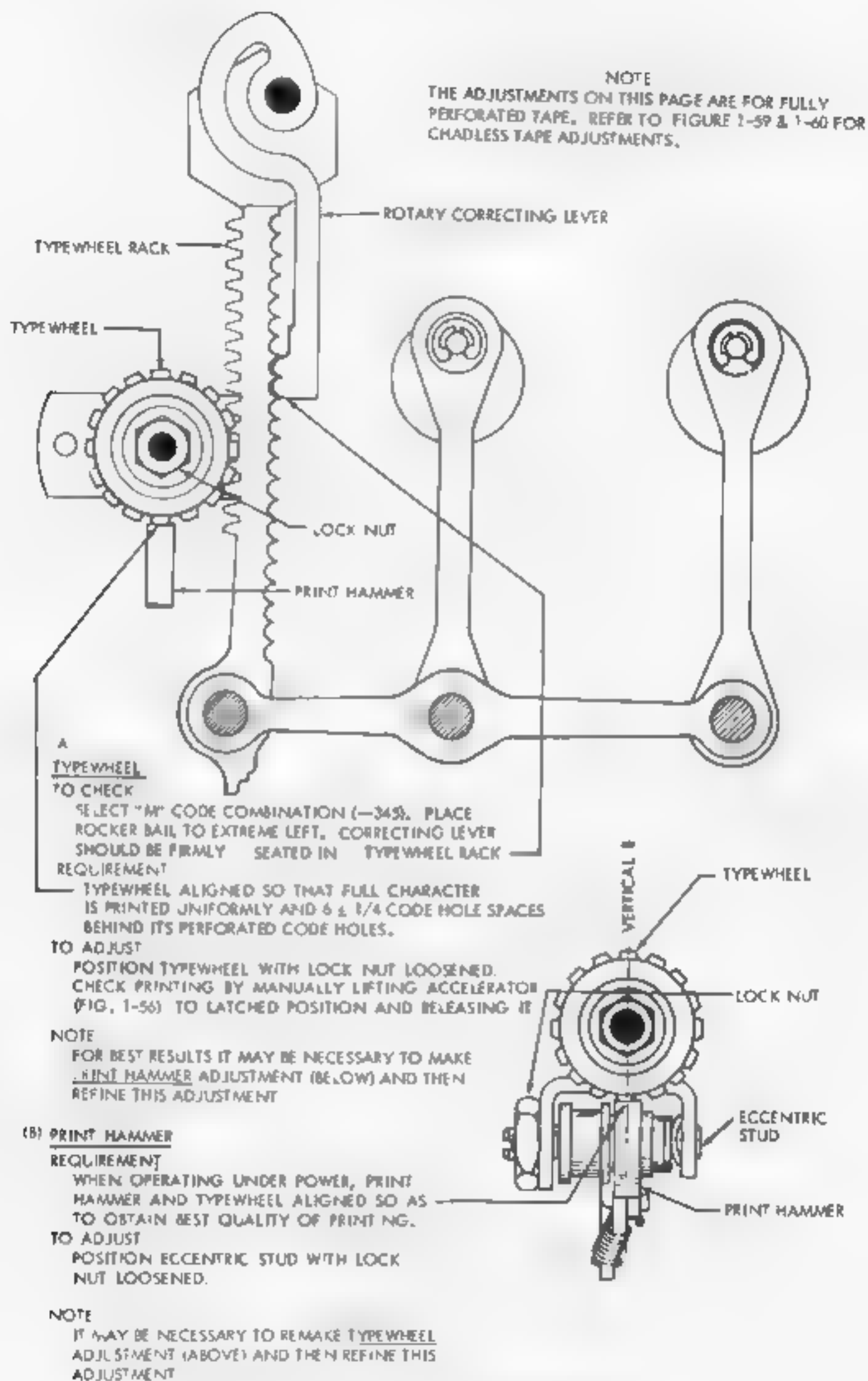


FIGURE 1-58. PRINTING MECHANISM FOR CHADLESS TAPE

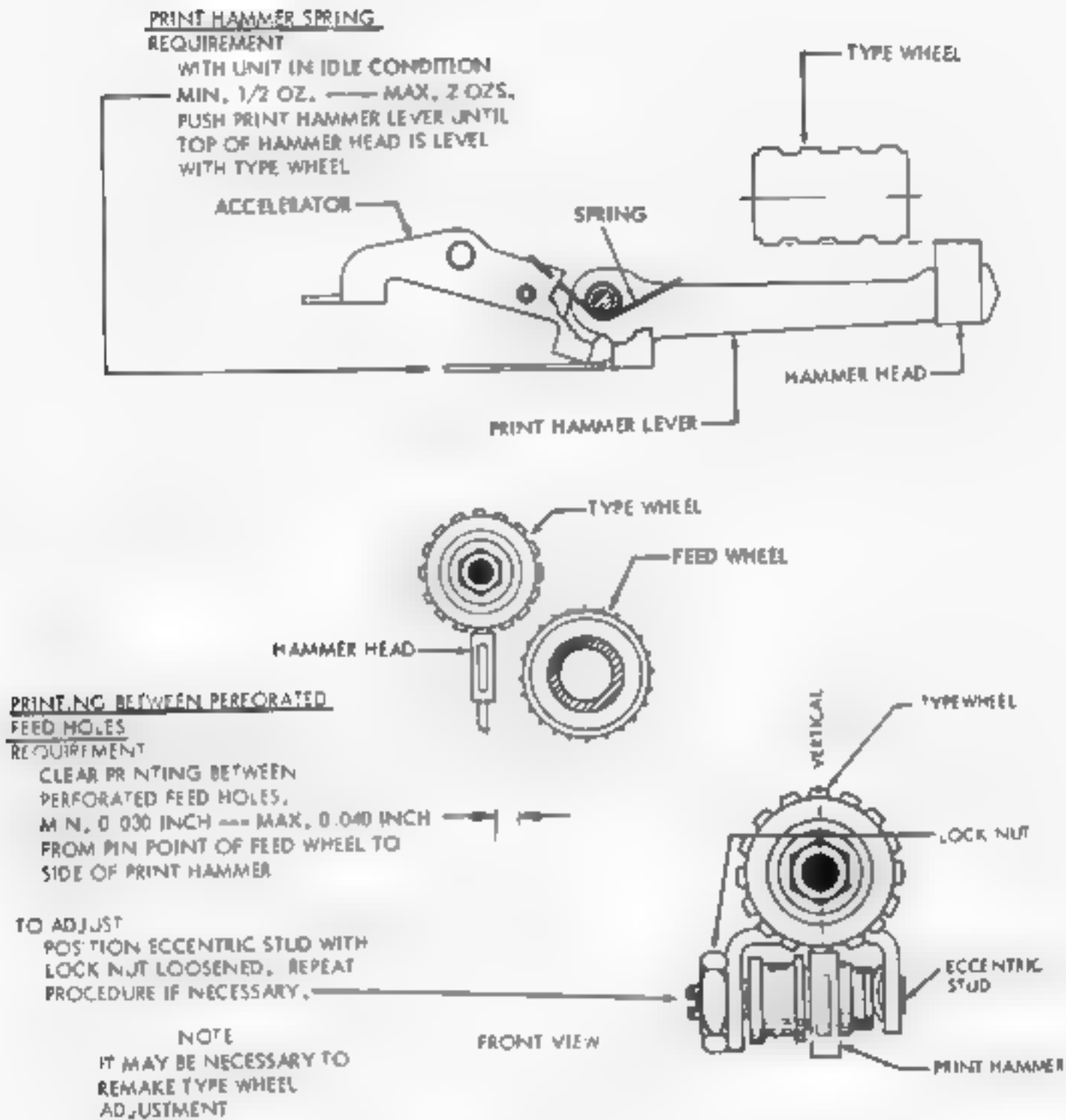


FIGURE 1-59. PRINTING MECHANISM FOR FULLY PERFORATED TAPE

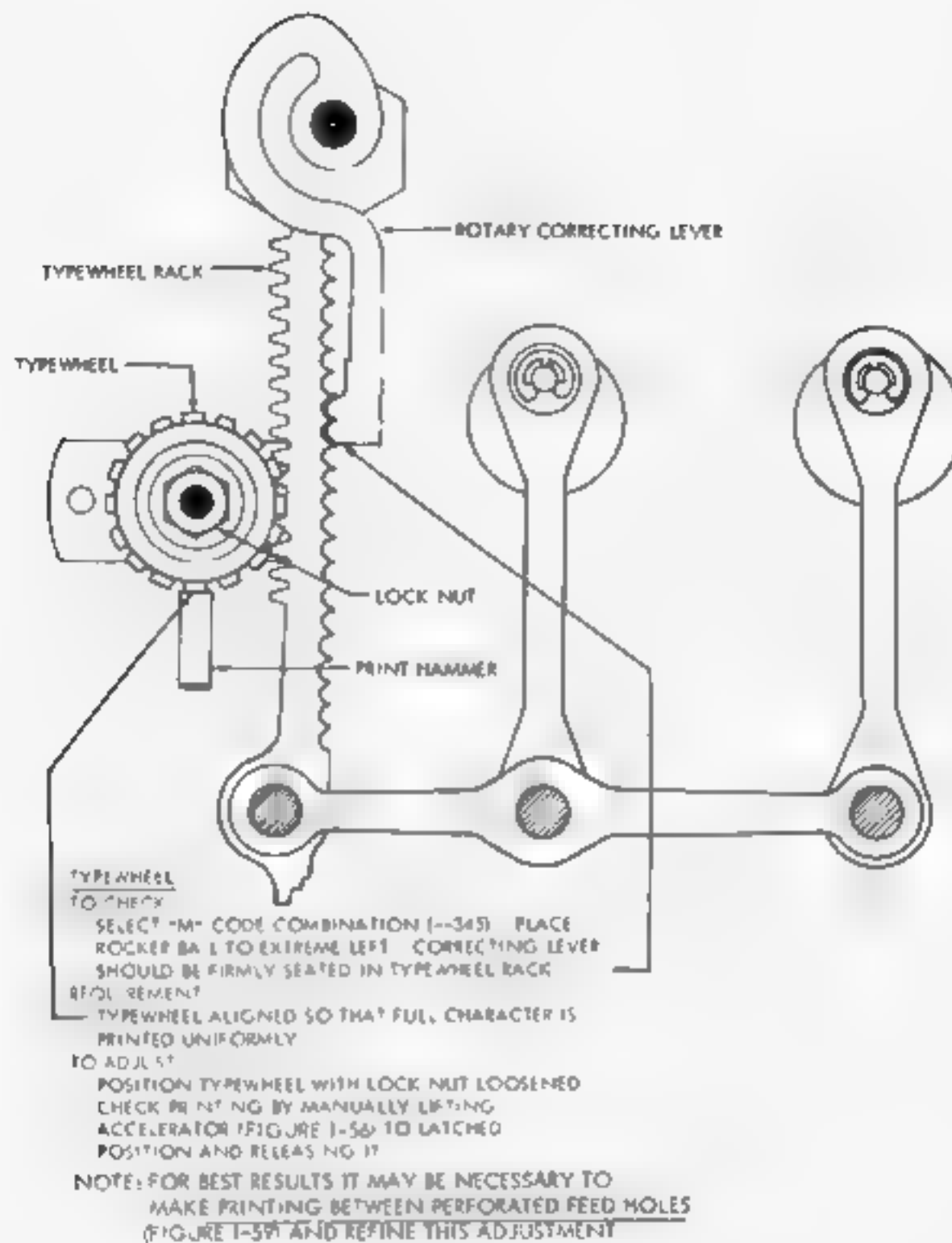


FIGURE 1-60. PRINTING MECHANISM FOR FULLY PERFORATED TAPE

SEE SECTION 5 FOR EARLY DESIGN

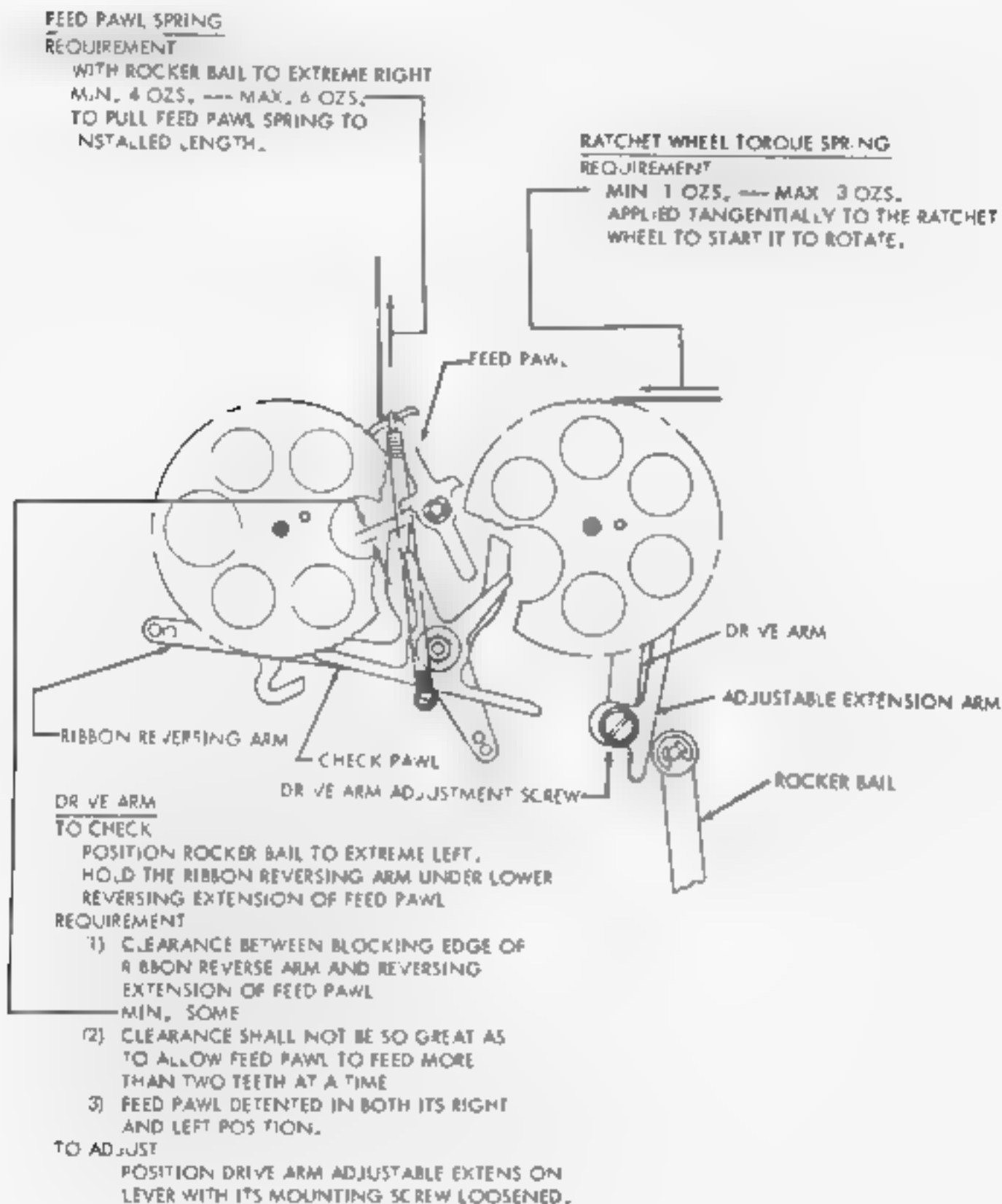
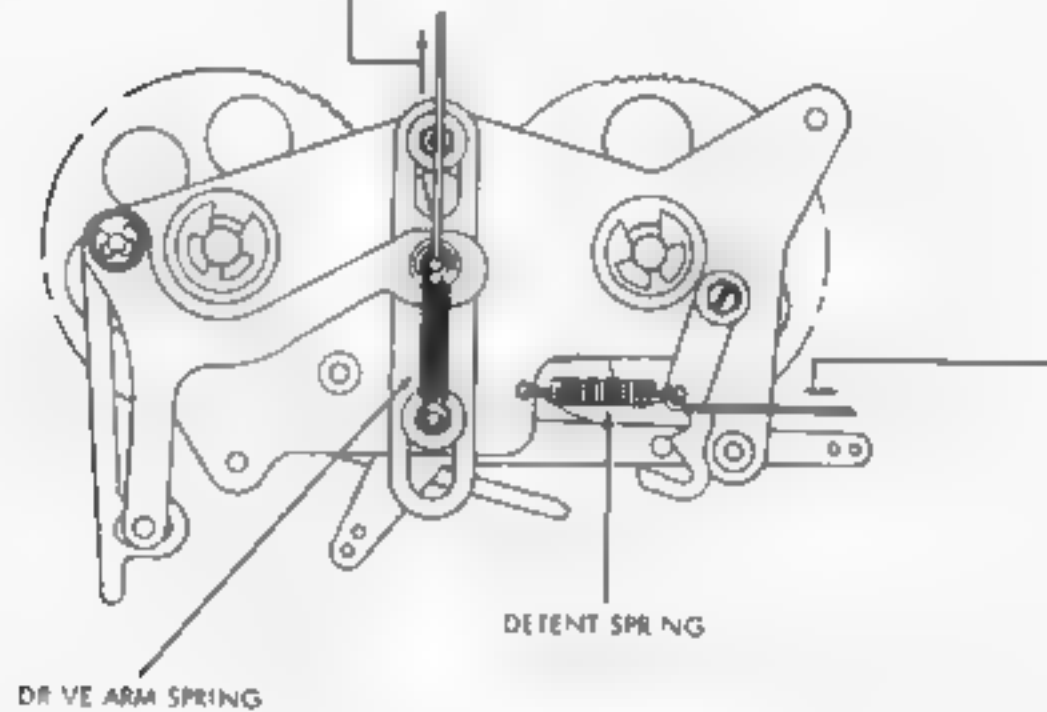


FIGURE 1-61. RIBBON FEED MECHANISM

DRIVE ARM SPRING
REQUIREMENT

WITH ROCKER BAIL TO EXTREME RIGHT
 MIN. 9 OZS. — MAX. 14 OZS.
 TO PULL DRIVE ARM SPRING TO
 INSTALLED LENGTH.

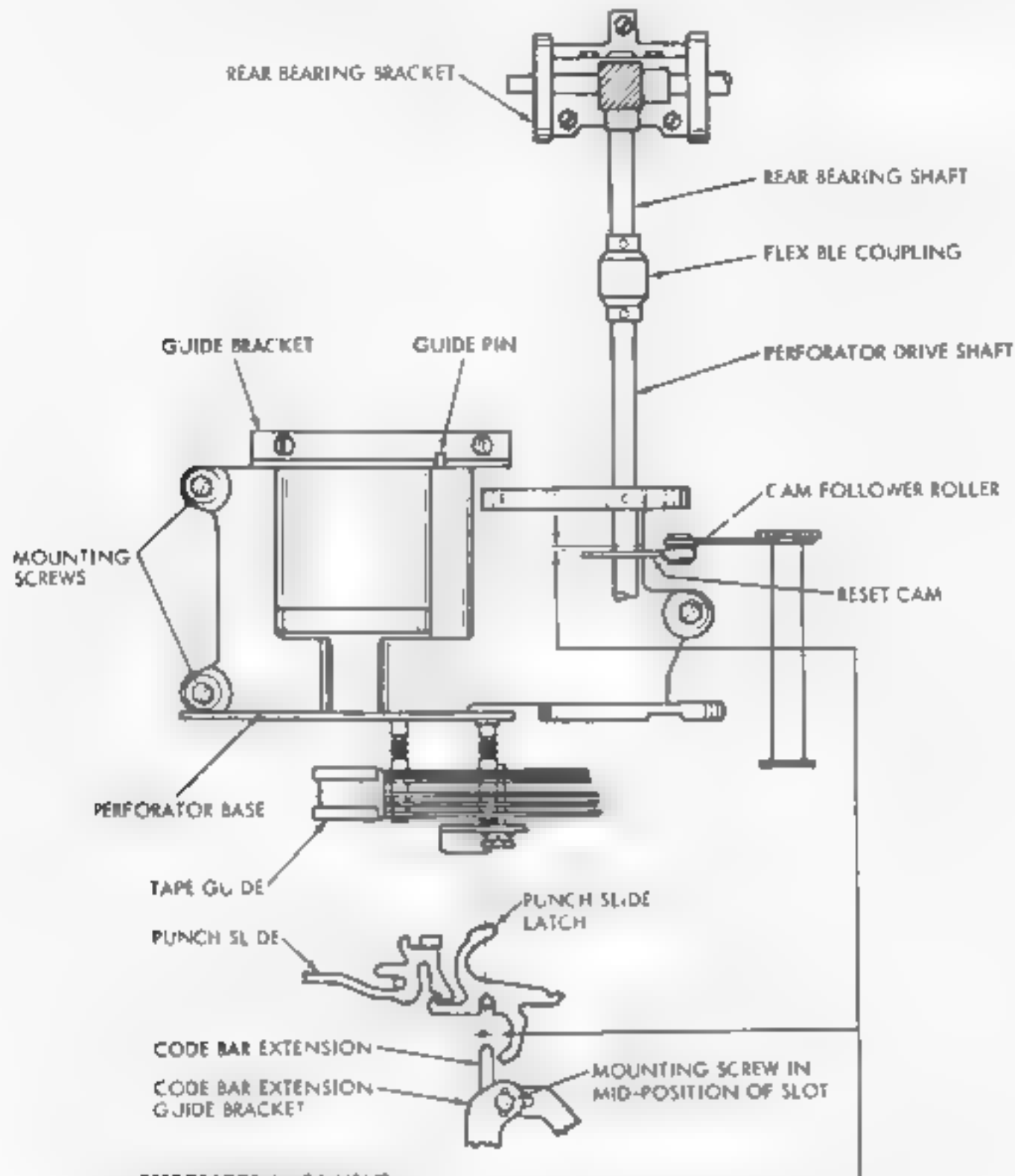


DETENT SPRING
REQUIREMENT

WITH REVERSING ARM IN ITS EXTREME
 RIGHT OR LEFT POSITION:
 MIN. 2 OZS. — MAX. 4 OZS.
 TO PULL DETENT SPRING TO ITS
 INSTALLED LENGTH.

FIGURE T-62. RIBBON FEED MECHANISM

FIGURES 1-63 THROUGH 1-69 APPLY TO BOTH TYPING AND NON-TYPING PERFORATORS



PERFORATOR ALIGNMENT

(1) REQUIREMENT

PUNCH SLIDE LATCHES SHOULD ALIGN WITH CODE BAR EXTENSIONS
MIN. 0.010 — MAX. 0.020 INCH TO RIGHT OF CODE BAR EXTENSION.

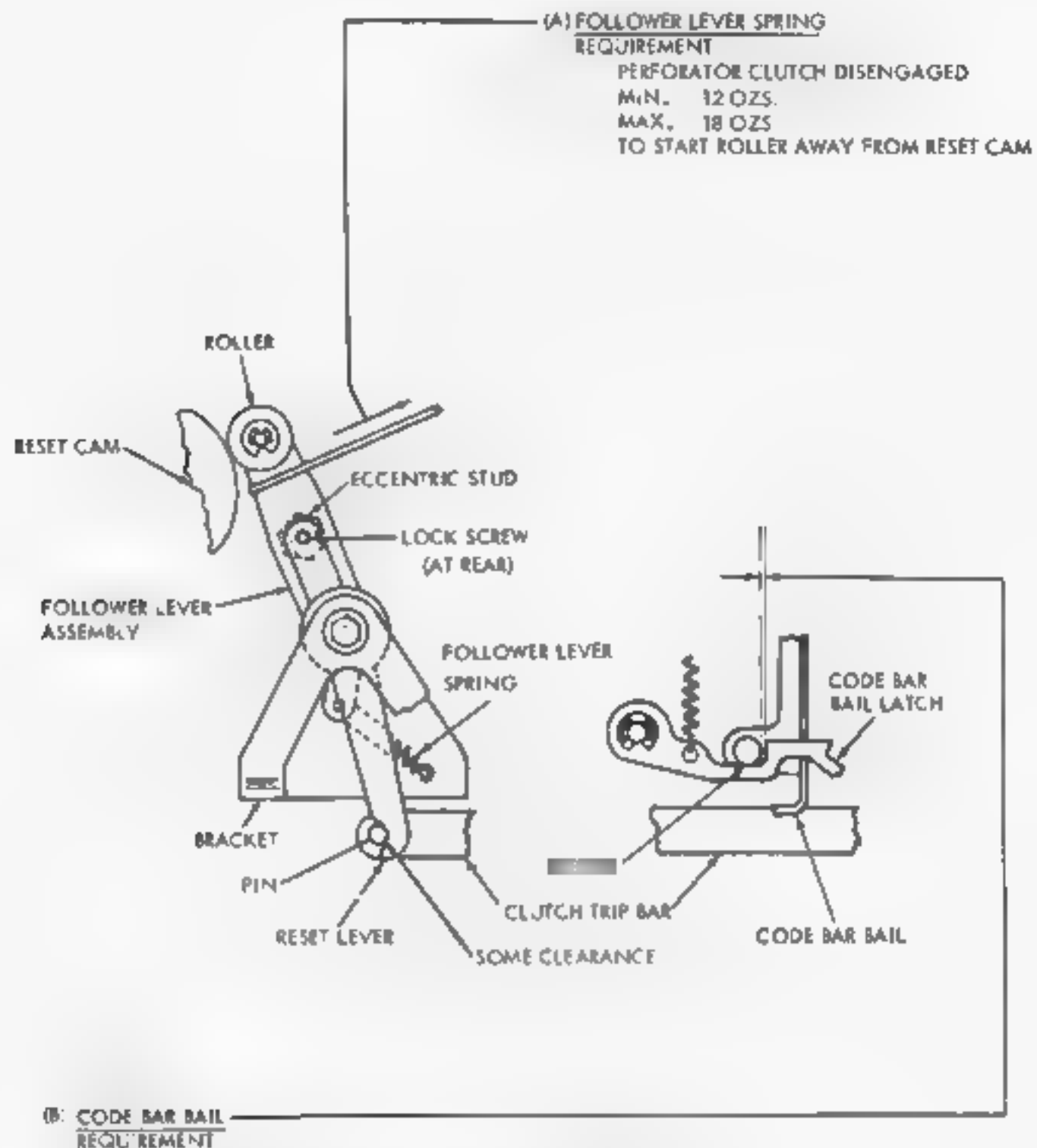
(2) REQUIREMENT

RESET CAM SHOULD ALIGN WITH ITS CAM FOLLOWER ROLLER
APPROXIMATELY 0.030 INCH FORWARD OF THE REAR EDGE OF THE ROLLER.

TO ADJUST

LOOSEN SET SCREWS AND DISENGAGE FLEXIBLE COUPLINGS. LOOSEN TWO ALIGNMENT BRACKET SCREWS AND THREE PERFORATOR MOUNTING SCREWS. SET EXTENSION GUIDE PIN IN MIDDLE OF GUIDE BRACKET SLOT AND ALIGN PERFORATOR AND RESET CAM. TIGHTEN PERFORATOR MOUNTING SCREWS. POSITION ALIGNMENT BRACKET SO THAT IT CONTACTS PERFORATOR CASTING FOR ITS FULL LENGTH, AND TIGHTEN SCREWS. POSITION REAR BEARING BRACKET UNTIL PERFORATOR DRIVE SHAFT LINES UP WITH BEARING BRACKET SHAFT. A STRAIGHT-EDGE RULE APPLIED TO THE CENTER OF THE BEARING BRACKET SHAFT SHOULD ALSO EXTEND THROUGH THE CENTER OF THE PERFORATOR DRIVE SHAFT. TIGHTEN SCREWS, AND ENGAGE THE COUPLING. IF NECESSARY, REFINE LINE UP OF PUNCH SLIDE LATCHES AND CODE BAR EXTENSIONS BY ADJUSTING THE CODE BAR EXTENSION GUIDE BRACKET IN ITS MOUNTING HOLES.

FIGURE 1-63. PERFORATOR SHAFT AND PUNCH MECHANISM



CONTROL KNOB IN T POSITION. CODE BAR BAIL AT EXTREME LEFT. SOME CLEARANCE BETWEEN CODE BAR BAIL LATCH LEVER AND ROLLER.

TO ADJUST

POSITION ECCENTRIC STUD WITH LOCK SCREW LOOSENED TO MEET REQUIREMENT
RECHECK AFTER TIGHTENING LOCK SCREW.

TO CHECK

WITH ALL CLUTCHES LATCHED, DEPRESS LTRS KEY. AFTER CODE BARS HAVE MOVED TO RIGHT, THERE MUST BE SOME CLEARANCE BETWEEN FOLLOWER RESET LEVER AND CLUTCH TRIP BAR PIN.

FIGURE 1-64. CODE BAR BAIL AND CAM FOLLOWER MECHANISMS

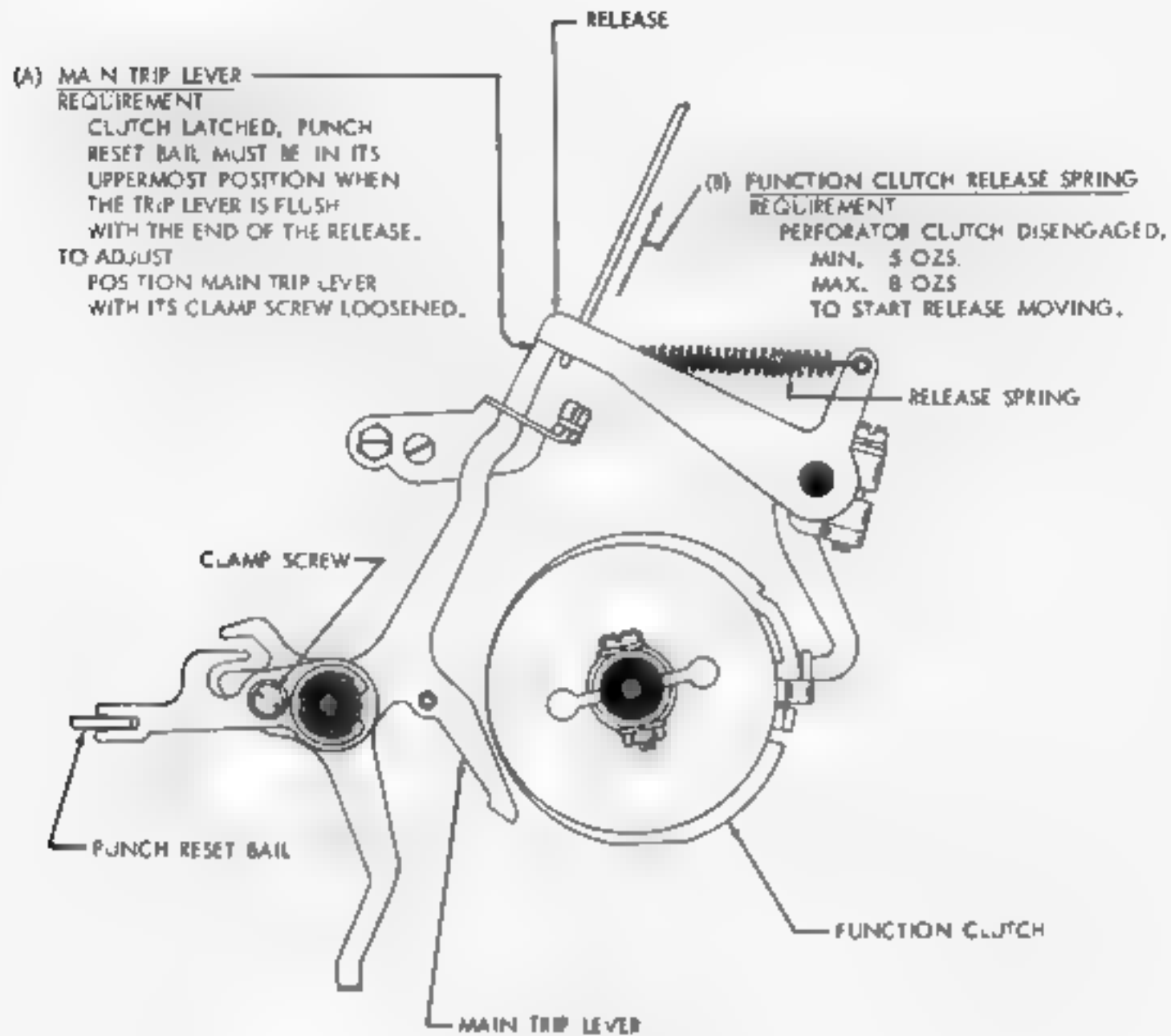


FIGURE 1-65. PERFORATOR TRIP LEVER MECHANISM

(C) CODE BAR EXTENSION AND PUNCH SLIDE LATCH**(1) REQUIREMENT**

CONTROL KNOB IN T POSITION, BLANK KEYLEVER DEPRESSED, PUNCH SLIDE LATCHED. PLAY BETWEEN CODE BAR EXTENSIONS AND CODE BARS TAKEN UP BY MOVING AND HOLDING EXTENSIONS AT ENGAGEMENT WITH CODE BARS. CLEARANCE SHOULD BE MIN. SOME—MAX. 0.010 INCH BETWEEN CODE BAR EXTENSIONS AND CLOSEST PUNCH SLIDE LATCH.

(2) REQUIREMENT

LTRS KEYLEVER DEPRESSED. CODE BAR EXTENSIONS SHOULD ROTATE PUNCH SLIDE LATCHES TO RELEASE ALL PUNCH SLIDES.

TO ADJUST

POSITION GUIDE VERTICALLY WITH GUIDE LOCK NUT LOOSENED TO OBTAIN REQUIRED CLEARANCE. TIGHTEN LOCK NUT.

(A) PUNCH SLIDE LATCH SPRING REQUIREMENT

MIN. 3/4 OZS.
MAX 2 OZS
TO START LATCH MOVING.

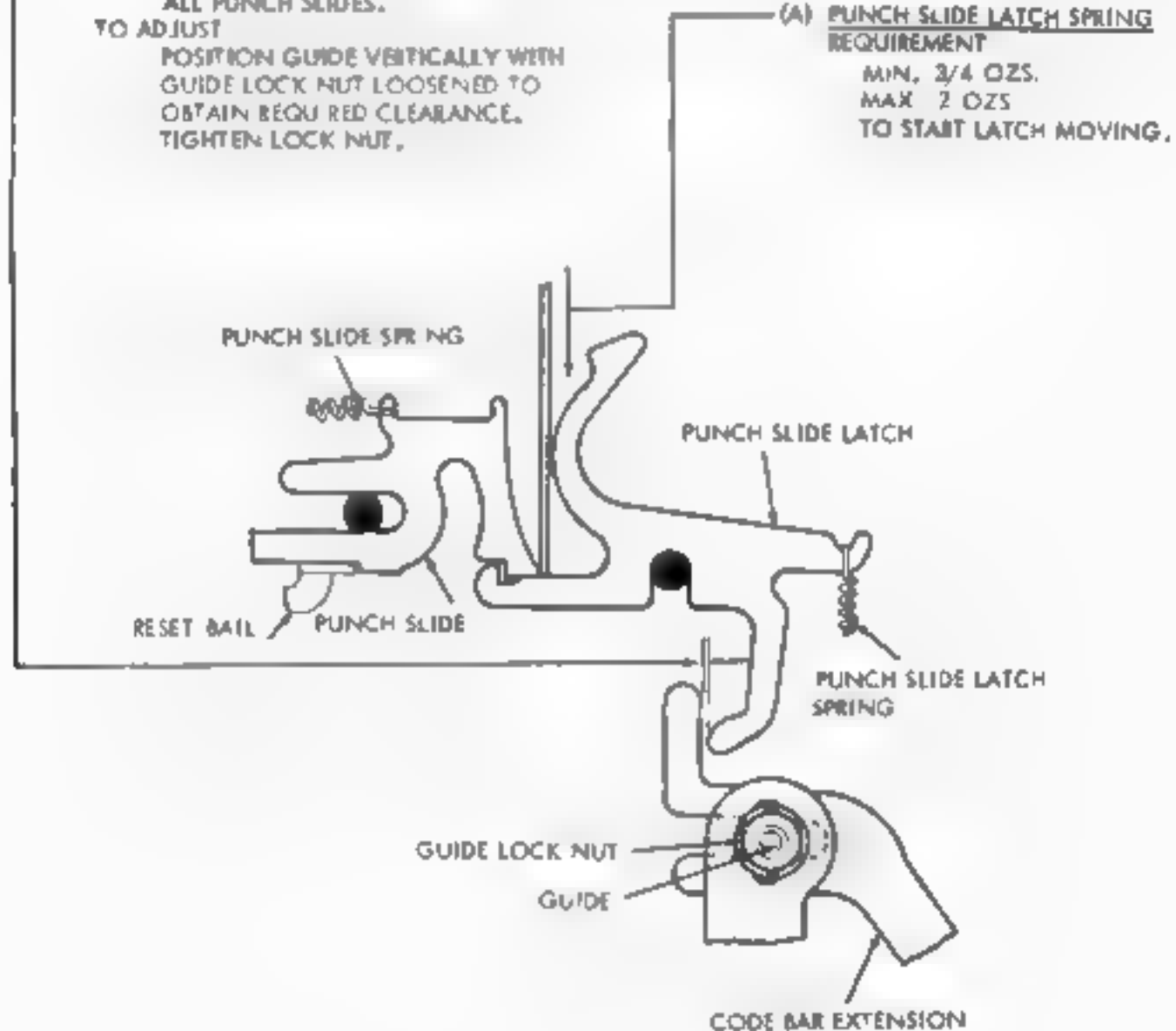


FIGURE 1-66. CODE BAR EXTENSION AND PUNCH LATCH MECHANISMS

PERFORATOR CLUTCH RELEASE TRIPREQUIREMENT

PERFORATOR CLUTCH SHOULD TRIP CONSISTENTLY IN T AND K-T POSITIONS WHEN BLANK AND REPEAT KEYLEVERS ARE DEPRESSED SIMULTANEOUSLY. WHEN THE CONTROL KNOB IS TURNED FROM K POSITION TO K-T POSITION, THE PERFORATOR CLUTCH SHOULD TRIP WHEN THE FIRST KEYLEVER IS DEPRESSED.

CLEARANCE BETWEEN MAIN TRIP LEVER AND CLUTCH RELEASE

MIN. 0.015 INCH

MAX. 0.025 INCH

TO ADJUST

PLACE CONTROL KNOB IN T POSITION. LOOSEN MAIN TRIP LEVER LATCH CLAMP SCREWS AND MOVE LATCH TO EXTREME LEFT. WITH CODE BARS TO RIGHT, STRIKE BLANK KEYLEVER AND MOVE STOP BRACKET TO LEFT UNTIL THE LATCH JUST TRIPS. MOVE CLUTCH TRIP BAR EXTENSION TO RIGHT UNTIL IT LATCHES. POSITION MAIN TRIP LEVER LATCH TO RIGHT TO OBTAIN REQUIRED CLEARANCE. TIGHTEN SCREWS.

TO CHECK

WITH THE STOP BRACKET SCREWS FRICTION TIGHT, MOVE THE STOP BRACKET SLOWLY TO THE LEFT UNTIL THE LATCH JUST TRIPS. TURN ON MOTOR. DEPRESS BLANK AND REPEAT KEYLEVERS SIMULTANEOUSLY. IF OPERATION IS SATISFACTORY, TURN TO K-T POSITION AND REPEAT. TURN TO K POSITION AND BACK TO K-T POSITION. DEPRESS A KEYLEVER. PERFORATOR CLUTCH SHOULD TRIP. IF IT DOES NOT, MOVE STOP BRACKET SLIGHTLY TO THE RIGHT AND REPEAT THE ABOVE ADJUSTMENT.

NOTE: CHECK FOR CLEARANCE BETWEEN RESET BAIL AND SLIDES WHEN THE RESET LEVER IS TRIPPED. REFINES ADJUSTMENT IF NECESSARY TO OBTAIN OPERATIONAL CLEARANCE.

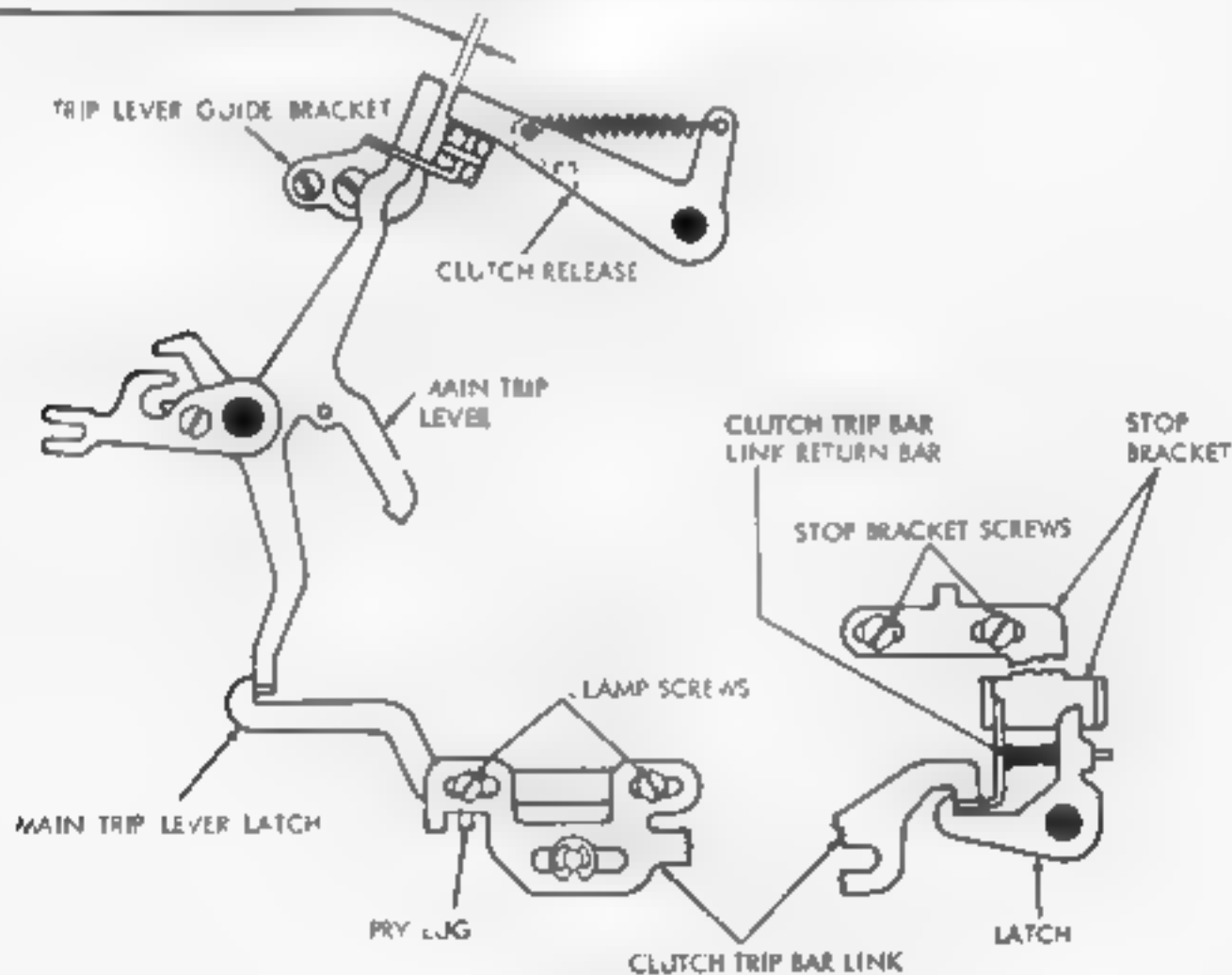


FIGURE 1-67. PERFORATOR CLUTCH RELEASE MECHANISM

CODE BAR EXTENSION BAIL SPRING REQUIREMENT

CONTROL KNOB IN K-T POSITION,
MIN. 7 OZS.

TO START EXTENSION BAR MOVING,

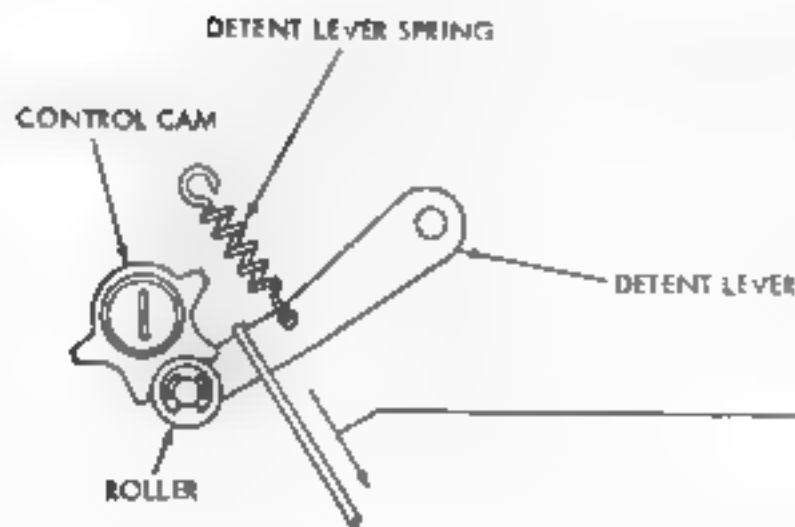
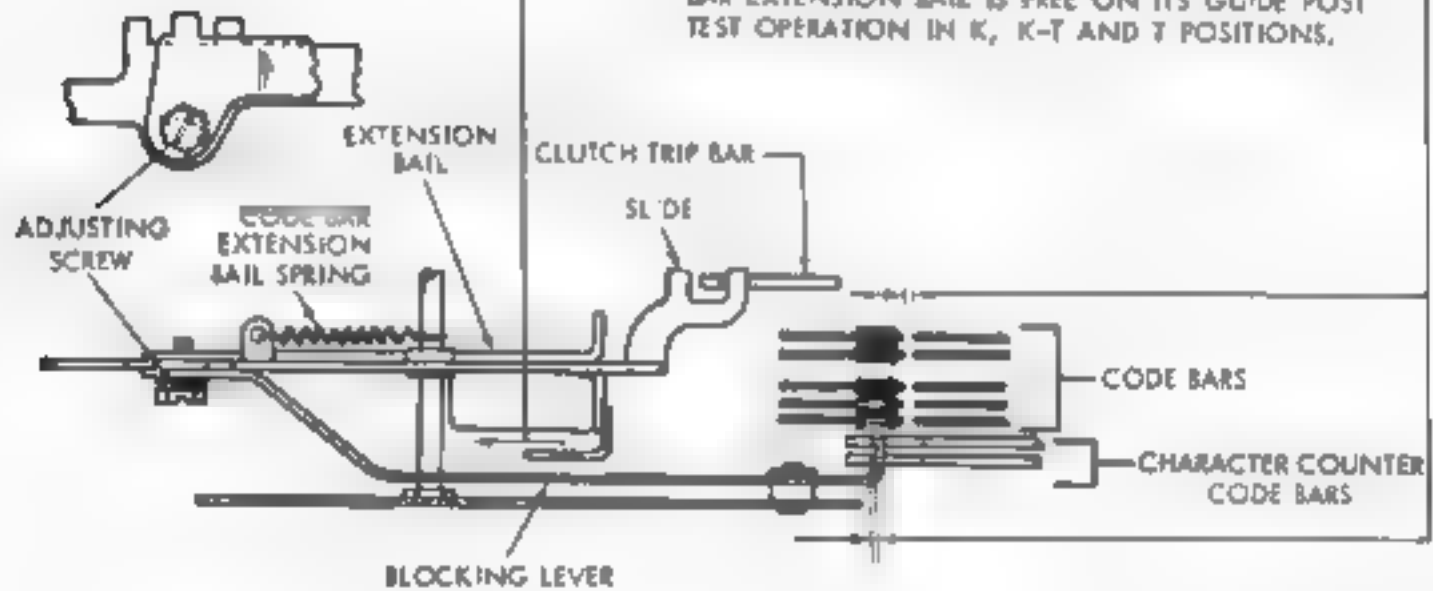
CODE BAR EXTENSION BLOCKING ASSEMBLY REQUIREMENT

SELECTOR SWITCH IN K POSITION. CODE BAR EXTENSIONS AND CHARACTER COUNTER BARS SHOULD NOT OPERATE

- (1) CLEARANCE BETWEEN RIGHT END AT CODE BAR EXTENSIONS AND CODE BARS.
MIN. SOME
MAX. 0.015 INCH
- (2) CLEARANCE BETWEEN BLOCKING LEVER AND SIDE OF NOTCH IN CHARACTER COUNTER CODE BARS. BAR WITH CLOSEST GAP
MIN. SOME
MAX. 0.008 INCH

TO ADJUST

WITH CLUTCH LATCHED, TURN CONTROL KNOB TO THE K POSITION. STRIKE LTRS KEYLEVER AND ROTATE SIGNAL GENERATOR SHAFT TO RETURN CODE BARS TO EXTREME LEFT. WITH ADJUSTING SCREW FRICTION TIGHT, POSITION EXTENSION BAIL TO OBTAIN REQUIREMENT (1); AND POSITION BLOCKING LEVER TO OBTAIN REQUIREMENT (2) MAKE CERTAIN THAT THE CODE BAR EXTENSION BAIL IS FREE ON ITS GLIDE POST TEST OPERATION IN K, K-T AND T POSITIONS.



DETENT LEVER SPRING REQUIREMENT

MIN. 4 LBS.
MAX. 5 LBS.
TO START LEVER MOVING,

FIGURE 1-68. CODE BAR EXTENSION AND DETENT LEVER MECHANISMS

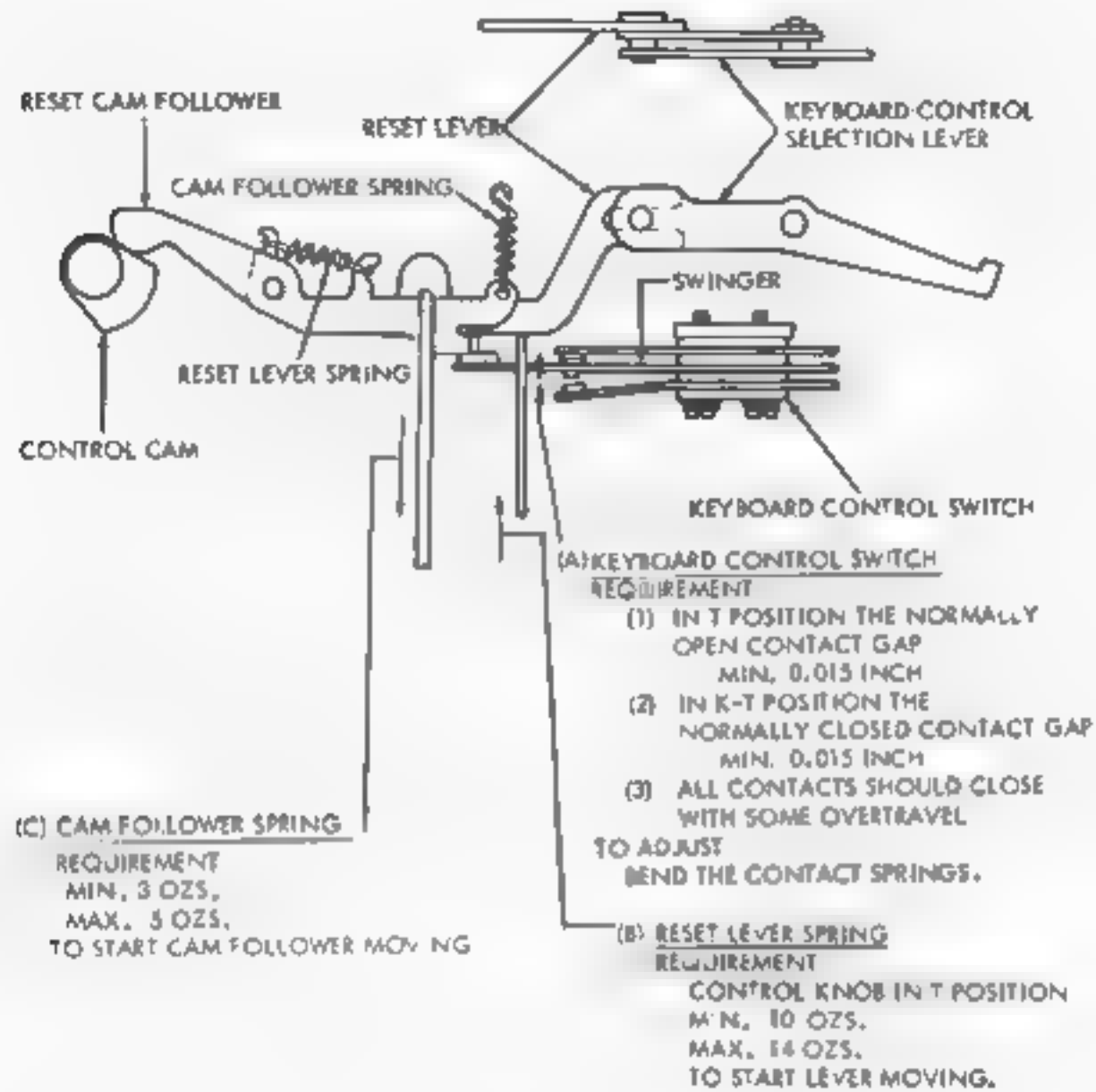
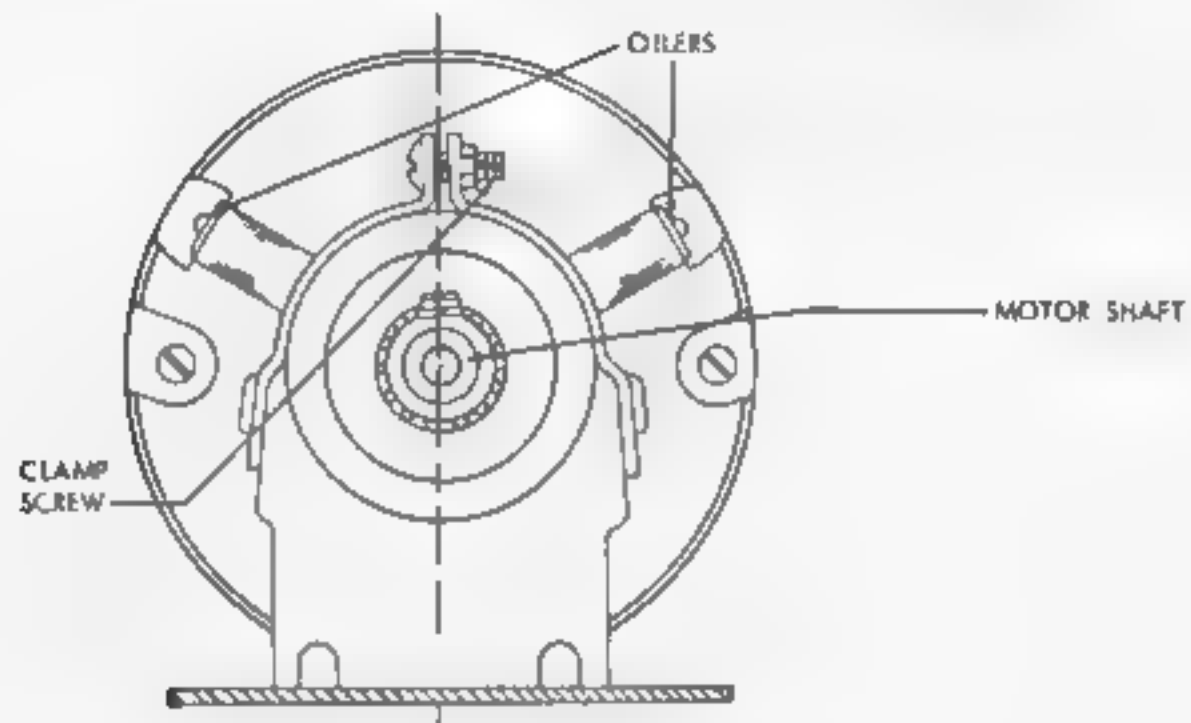


FIGURE 1-69. RESET CAM FOLLOWER AND KEYBOARD CONTROL SWITCH MECHANISM

CAUTION

IF THE MOTOR SHOULD BECOME BLOCKED FOR SEVERAL SECONDS, THE THERMAL CUT-OUT SWITCH WILL BREAK THE CIRCUIT. SHOULD THIS HAPPEN, ALLOW THE MOTOR TO COOL AT LEAST 5 MINUTES BEFORE MANUALLY DEPRESSING THE RED BUTTON. AVOID REPEATED DEPRESSION.



SYNCHRONOUS MOTOR POSITIONING

REQUIREMENT

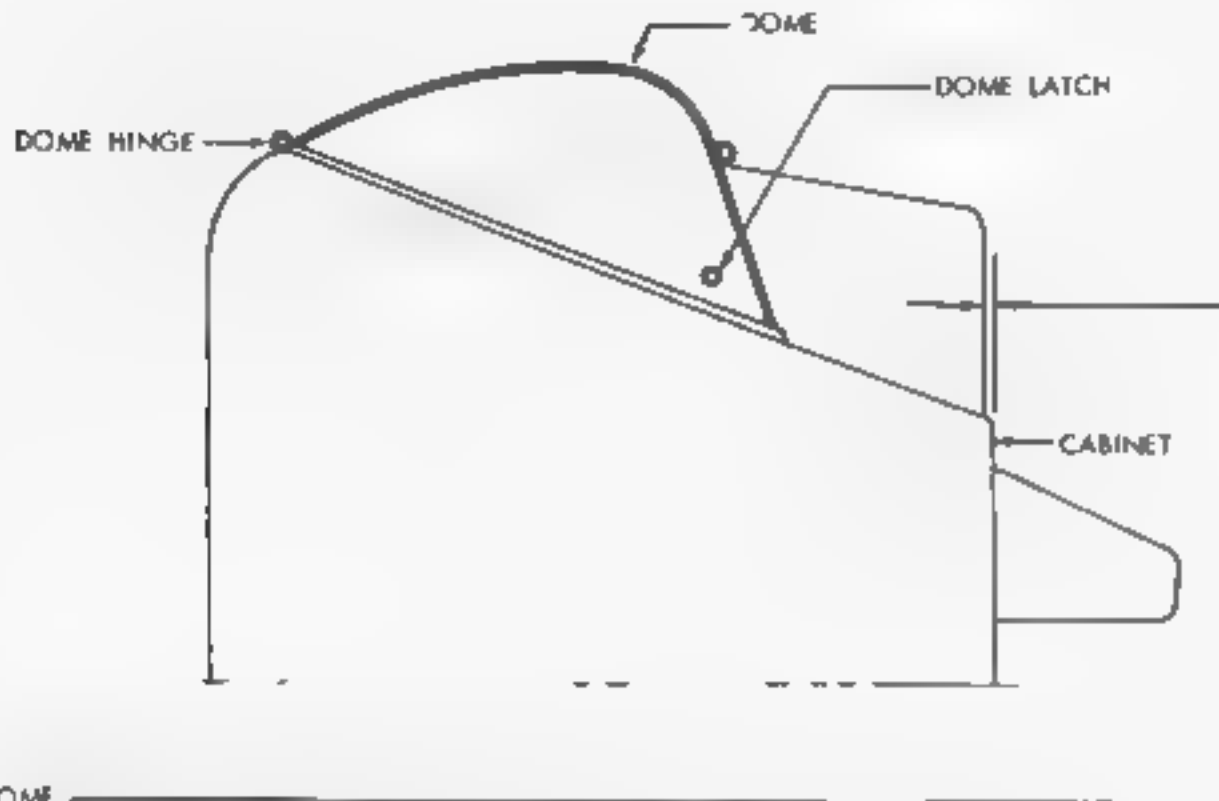
TWO OILERS SHOULD BE UPWARD AND APPROXIMATELY EQUIDISTANT FROM A VERTICAL LINE THROUGH THE MOTOR SHAFT.

TO ADJUST

POSITION THE MOTOR WITH BOTH CLAMP SCREWS LOOSENED.

FIGURE 1-70. SYNCHRONOUS MOTOR

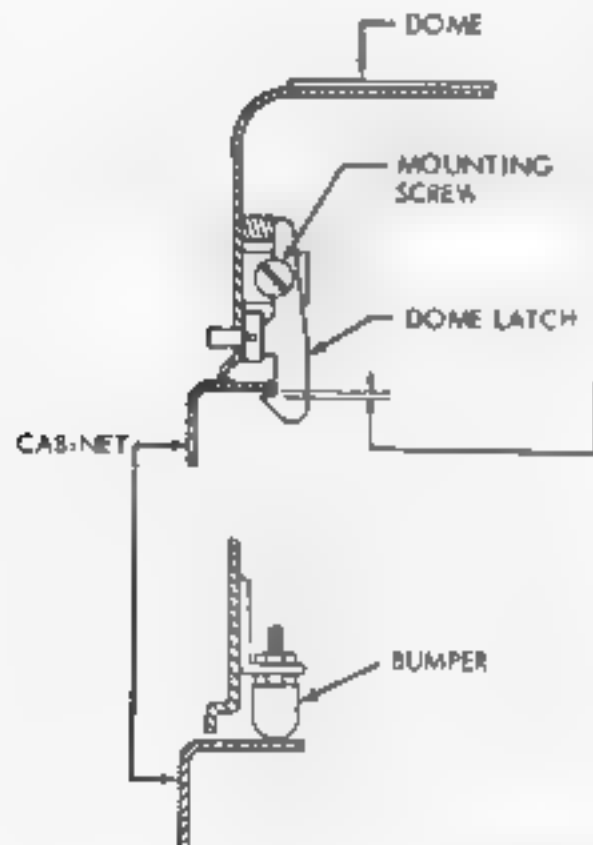
5 CABINET

DOMEREQUIREMENT

THE TORSION BARS SHOULD PREVENT THE DOME FROM LATCHING IN A "FREE FALL" AND SHOULD HOLD THE DOME AT REST
MAX. 9 INCHES ABOVE THE RIGHT FRONT EDGE OF THE CABINET.

TO ADJUST

POSITION THE DOME WITH THE SCREWS, WHICH SECURE THE DOME HINGE TO THE CABINET, LOOSENED.



NOTE IF NECESSARY TO CHECK REQUIREMENT, REMOVE BLANK CONTROL PANEL.

DOME LATCH(1) REQUIREMENT

WITH THE DOME LATCHED THERE SHOULD BE A SLIGHT PRESSURE ON THE RUBBER BUMPER.

TO ADJUST

LOOSEN PIVOT SCREWS ON BOTH RIGHT AND LEFT LATCHES. POSITION LATCHES TO PROVIDE SOME TO 0.032 INCH BETWEEN EACH LATCH AND ITS LATCHING SURFACE AND LOCK THE SCREWS. POSITION RUBBER BUMPER TO PROVIDE 0.030 TO 0.045 INCH BETWEEN DOME AND CABINET AND SECURE THE BUMPERS. A SLIGHT PRESSURE SHOULD LATCH THE DOME.

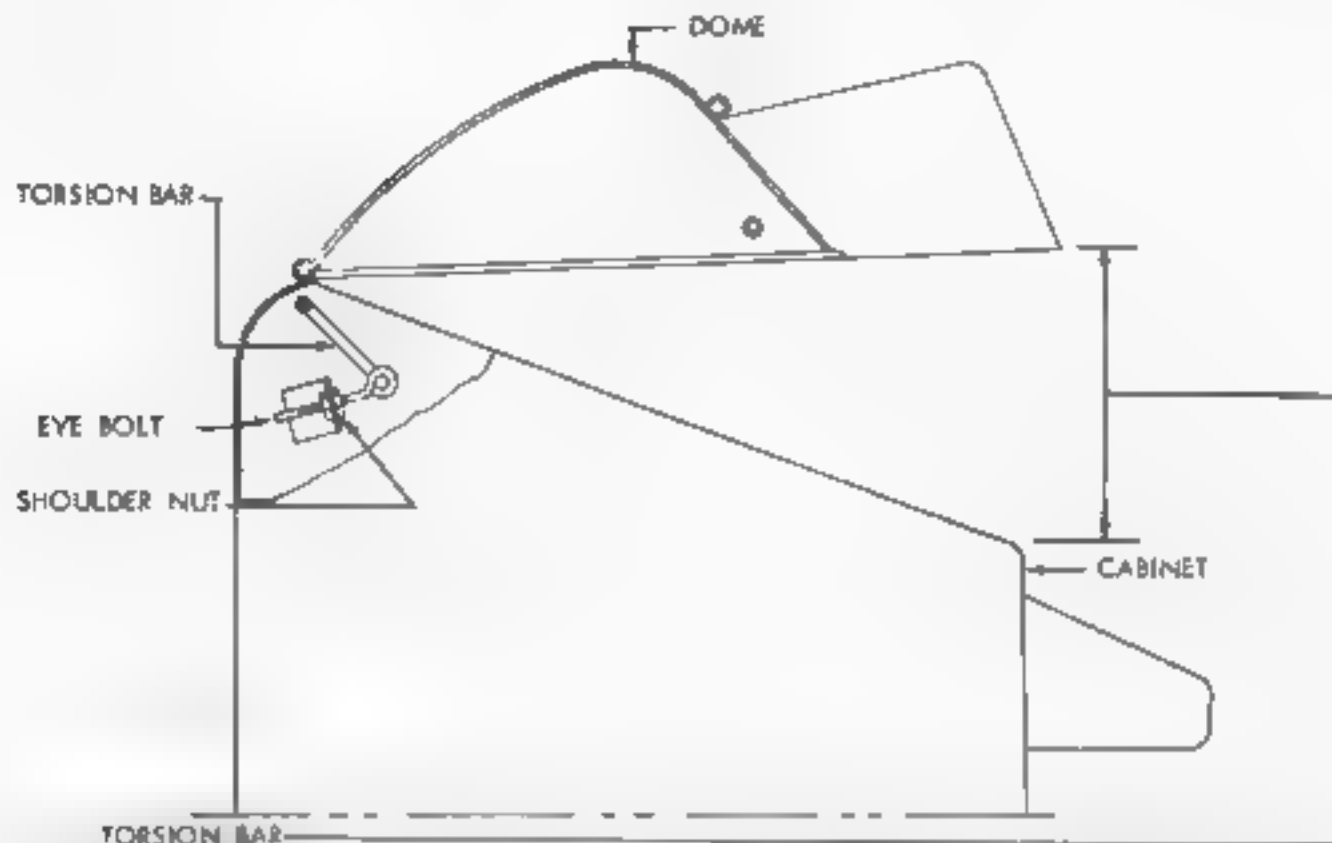
(2) REQUIREMENT

IT SHOULD NOT BE POSSIBLE TO DEPRESS THE DOME LATCH BUTTON COMPLETELY INTO THE DOME.

TO ADJUST

POSITION THE LATCH TOWARD THE OUTSIDE SURFACE OF DOME WITH MOUNTING SCREWS LOOSENED.

FIGURE 1-71. CABINET DOME



TORSION BAR

(1) REQUIREMENT WHEN THE CLOSED DOME IS RELEASED FROM ITS LATCHES THE TORSION BARS SHOULD LIFT THE DOME ABOVE THE FRONT EDGE OF CABINET
MIN. 7 INCHES—MAX. 9 INCHES

(2) REQUIREMENT WHEN DOME IS STARTED DOWN BY SLIGHT PUSH FROM ITS FULLY OPENED POSITION IT SHOULD NOT CLOSE OR LATCH. NOTE READJUST DOME IF MORE APPARATUS IS ADDED.

TO ADJUST

TURN THE SHOULDER NUTS ON THE EYE BOLTS CLOCKWISE TO INCREASE THE SPRING TORQUE, AND COUNTERCLOCKWISE TO DECREASE THE SPRING TORQUE.

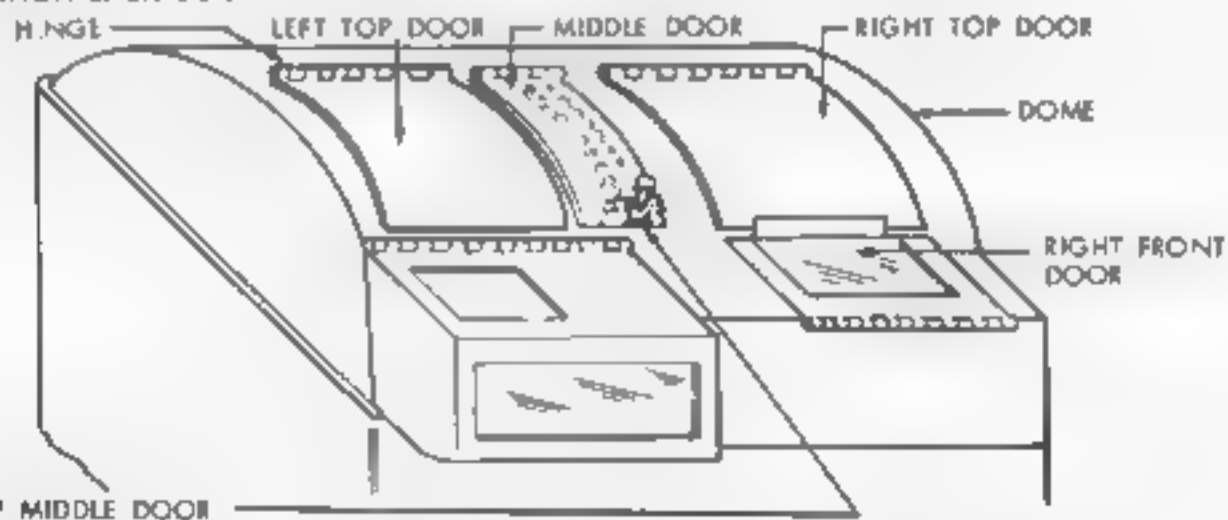
TOP DOORS (RIGHT AND LEFT)

REQUIREMENT

THE DOORS SHOULD SET SQUARELY AND UNIFORMLY ON THE CONTOUR OF THE DOME

TO ADJUST

POSITION EACH DOOR WITH ITS HINGE MOUNTING SCREWS LOOSENED.



TOP MIDDLE DOOR

REQUIREMENT

THE DOOR SHOULD REST FLAT AND SQUARELY ON THE DOME. THE REINFORCEMENT CHANNEL SHOULD FIT OVER ITS GUIDE BRACKET IN THE DOME.

TO ADJUST

REMOVE THE SPRING DETENT FROM CENTER OF DOME AND POSITION THE DOOR WITH ITS HINGE MOUNTING SCREWS AND BRACKET MOUNTING SCREWS LOOSENED.

RIGHT FRONT DOOR

REQUIREMENT

THE RIGHT AND LEFT EDGES OF THE RIGHT FRONT DOOR SHOULD BE EVEN WITH THE RIGHT TOP DOOR. WITH THE DOOR CLOSED IT SHOULD REST FLAT ON THE HORIZONTAL SURFACE OF THE DOME

TO ADJUST

REMOVE THE THUMB SCREWS, LATCHES, AND SPRINGS FROM THE DOOR, AND POSITION THE DOOR WITH ITS MOUNTING SCREWS LOOSENED.

FIGURE 1-72. CABINET DOME

NOTE

THE REQUIREMENTS FOR PAPER GUIDE AND WINDOW GIVEN HEREIN ALSO APPLY WHERE THE CABINET IS EQUIPPED WITH A FORM GUIDE INSTEAD OF A PAPER GUIDE.

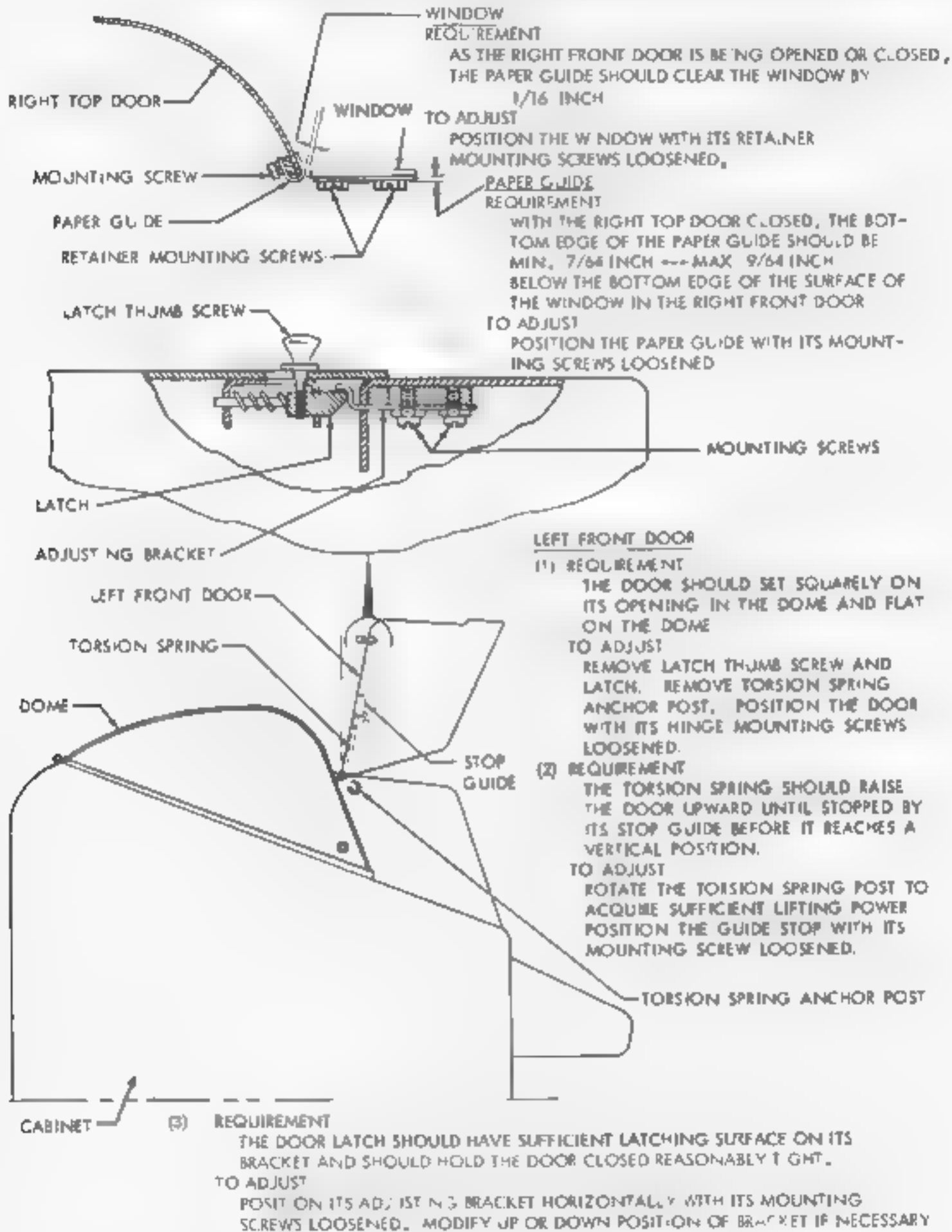
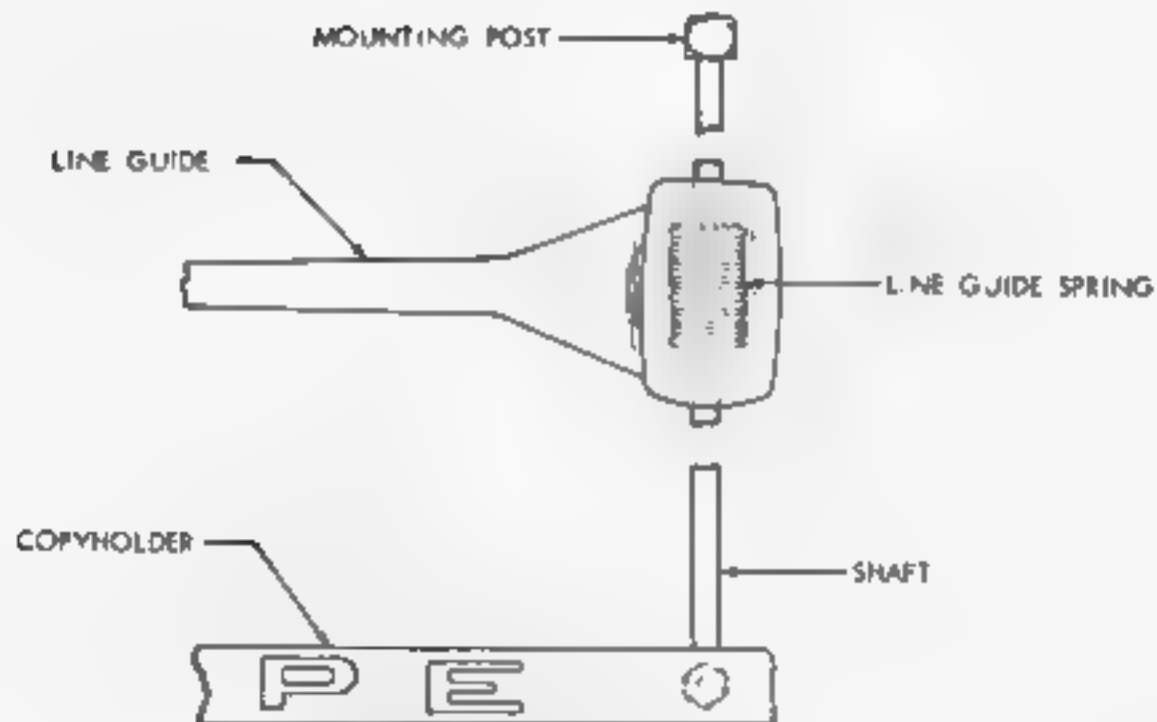
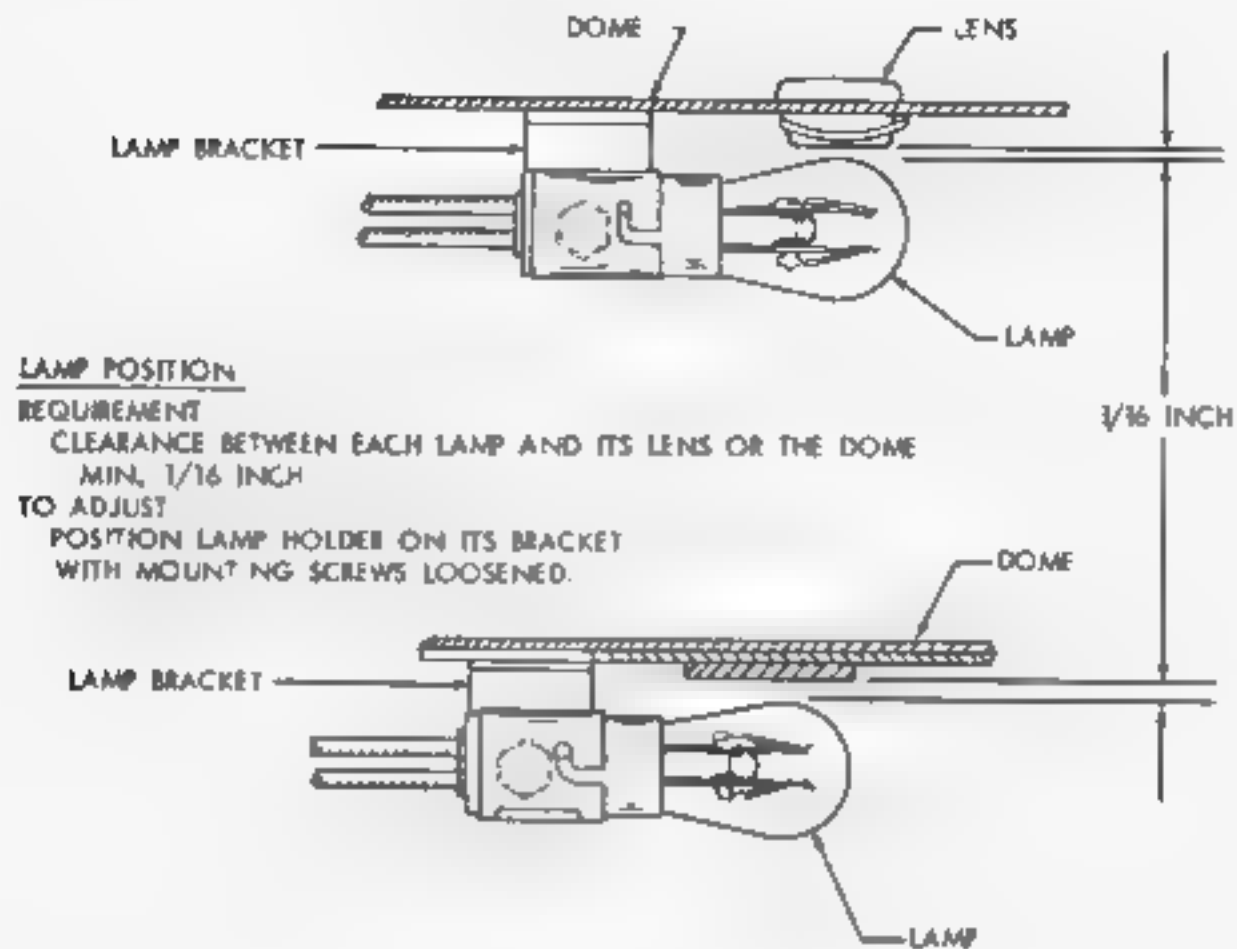


FIGURE 1-73. CABINET DOME



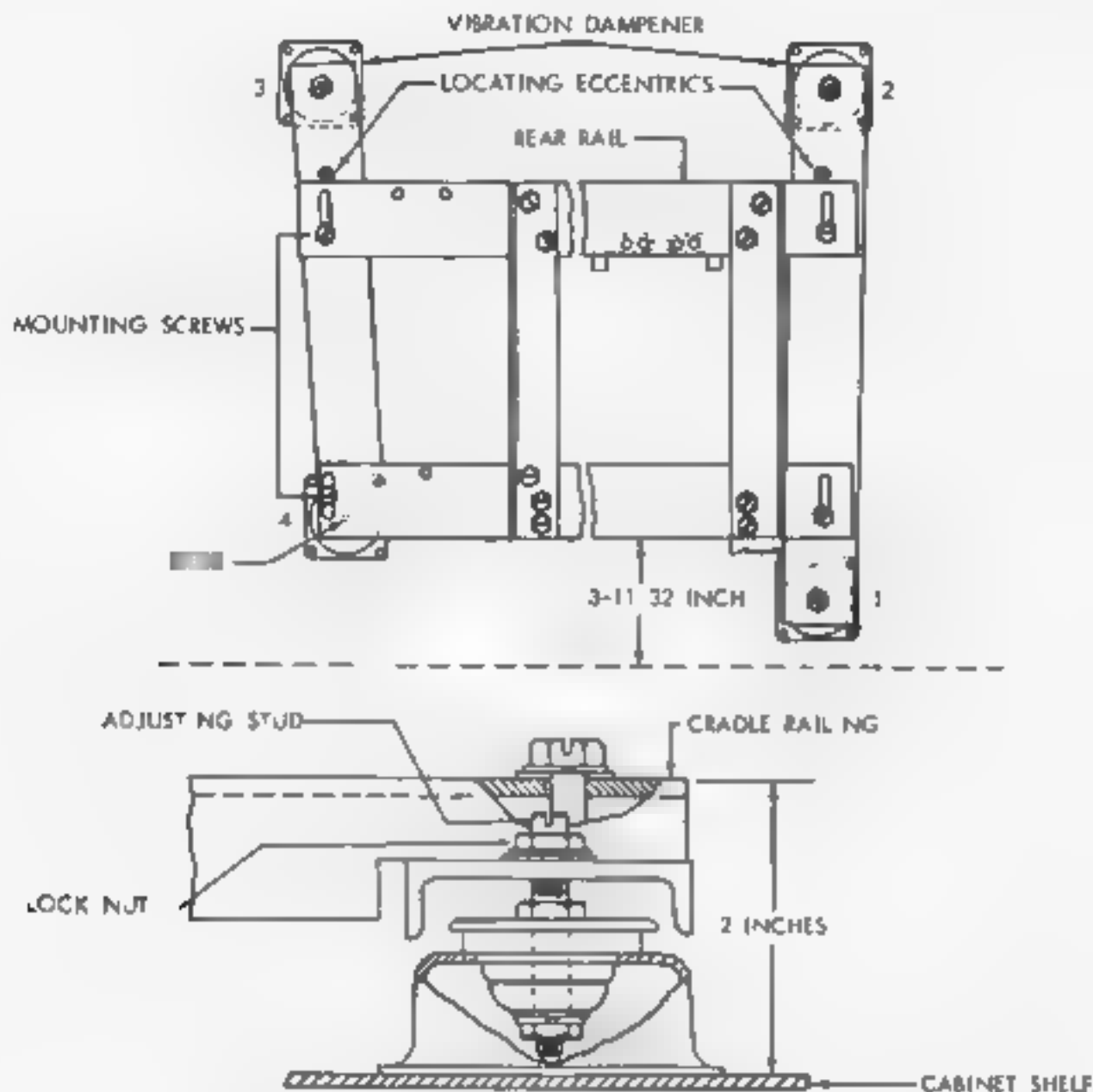
**COPYHOLDER
 REQUIREMENT**

THERE SHOULD BE SUFFICIENT TENSION ON THE LINE
 GUIDE TO PREVENT IT FROM SLIPPING DOWN ITS SHAFT.
 IT SHOULD ALSO HOLD THE COPY IN PLACE.

TO ADJUST

REMOVE THE MOUNTING SCREWS OR NUTS FROM THE
 SHAFT AND TURN THE SHAFT SO AS TO INCREASE THE
 SPRING TENSION. REPLACE THE SHAFT MOUNTING
 POST.

FIGURE 1-74. COPYRIGHT; PAPER GUIDE



CRADLE

(1) REQUIREMENT

UNDER NORMAL LOAD, THE TOP OF THE CRADLE RAIL NUT SHOULD BE 2 INCHES

FROM THE SHELF OF THE CABINET

TO ADJUST

LOOSEN THE LOCK NUTS ON VIBRATION DAMPENER NO. 1, 2, AND 3 ON TOP OF THE LEFT AND RIGHT RAILS. LOOSEN THE NUT ON THE LOWER END OF STUD IN MOUNT NO. 4. ROTATE THE ADJUSTING STUDS UNTIL THE RAILS HAVE REACHED THE DESIRED HEIGHT. TIGHTEN ALL NUTS PREVIOUSLY LOOSENED.

(2) REQUIREMENT

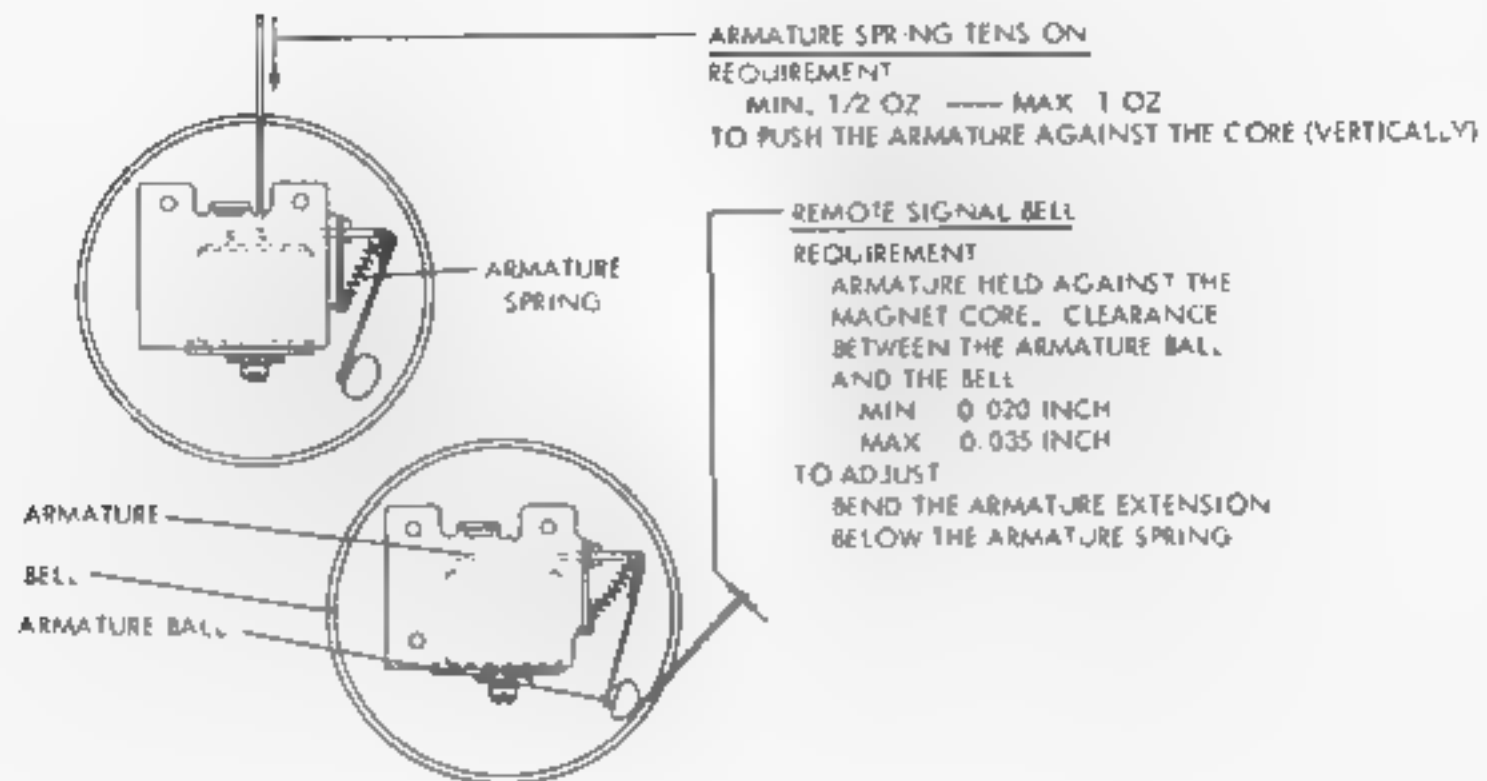
THE FRONT RAIL SHOULD BE POSITIONED APPROXIMATELY 3-11/32 INCH

FROM AND PARALLEL TO THE FRONT OF THE CABINET

TO ADJUST

POSITION THE BASE RAIL ASSEMBLY WITH ITS FOUR MOUNTING SCREWS AND TWO LOCATING ECCENTRICS LOOSENED. AFTER POSITIONING THE RAIL ASSEMBLY TO DESIRED POSITION, ROTATE THE ECCENTRICS AGAINST THE REAR RAIL AND LOCK IN POSITION.

FIGURE 1-75. CRADLE



LEFT FRONT CROSS BAR

NOTE

THE FRONT CROSS BAR BRACKETS ARE LOCATED AT THE FACTORY AND SHOULD NOT BE DISTURBED UNLESS IT IS NECESSARY TO REMOVE FOR REPLACEMENT. SHOULD THEY HOWEVER BE REMOVED REPLACE AS FOLLOWS

REQUIREMENT

THE ADJUSTABLE CROSS BAR BRACKETS SHOULD BE POSITIONED 0.050 FROM THE FRONT EDGE OF THE CABINET BODY CROSS BAR

TRANSMITTER HOUSING

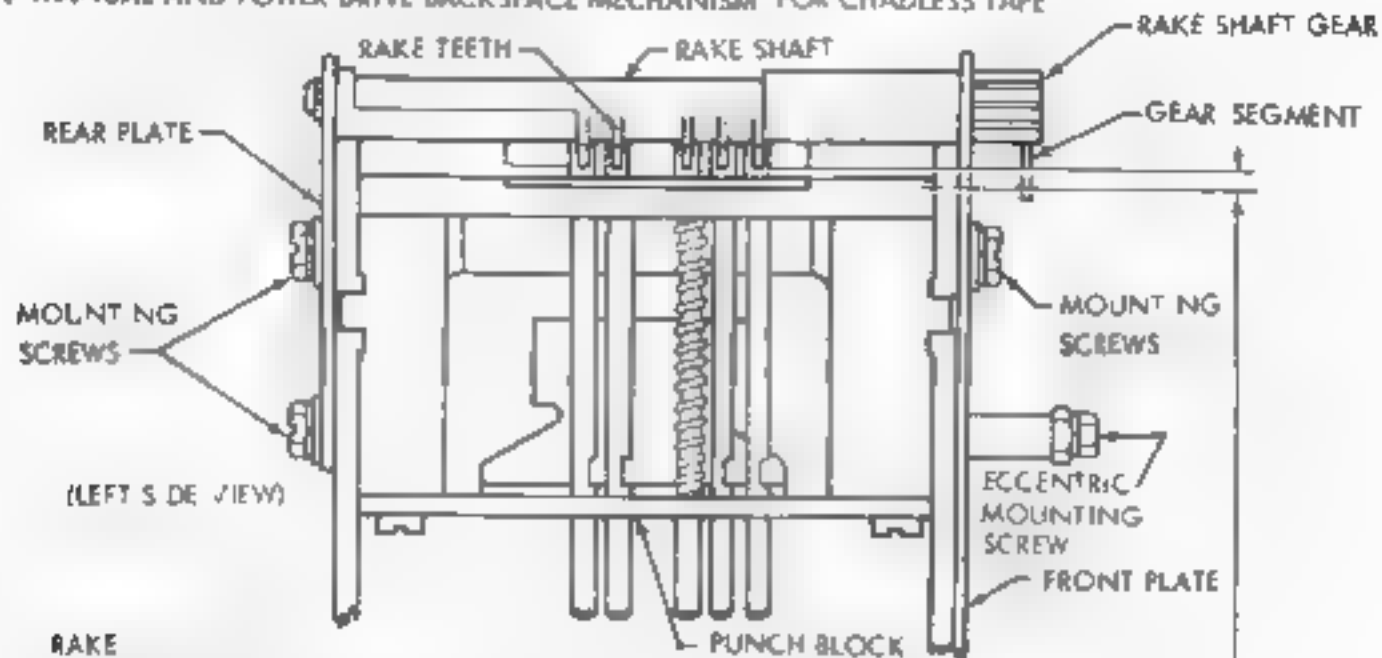
REQUIREMENT

THE HOUSING MOUNTING BRACKET ON THE LEFT FRONT CROSS BAR SHOULD BE POSITIONED TO PROVIDE A MINIMUM OF 0.020 INCH BETWEEN THE HOUSING AND THE TRANSMITTER UNIT

FIGURE 1-76. SIGNAL BELL

SECTION 2-VARIABLE FEATURE ADJUSTMENTS

1. MANUAL AND POWER DRIVE BACKSPACE MECHANISM FOR CHADLESS TAPE

RAKE
(1) REQUIREMENT

WITH ROTATIONAL PLAY IN RAKE TAKEN UP TO LEFT, BOTTOM SURFACE OF RAKE TEETH SHOULD BE IN SAME VERTICAL PLANE AS LEFT SIDE OF PUNCH BLOCK OR SLIGHTLY TO THE RIGHT

TO ADJUST

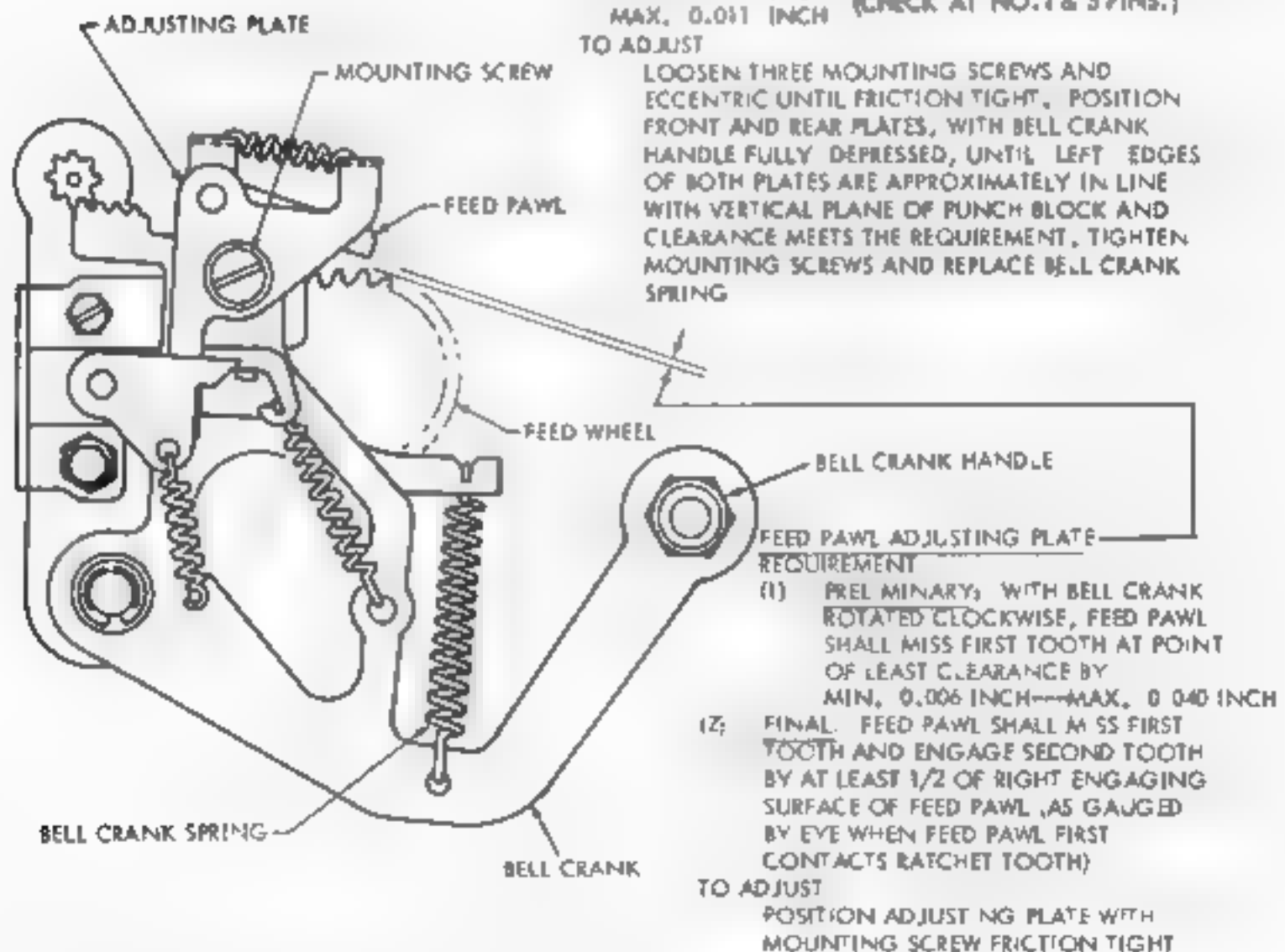
REMOVE TWO MOUNTING SCREWS FROM REAR PLATE. POSITION RAKE SHAFT GEAR IN RELATION TO GEAR SEGMENT. REPLACE MOUNTING SCREWS.

(2) REQUIREMENT

WITH BELL CRANK SPRING UNHOOKED AND RAKE IN OPERATED POSITION, CLEARANCE BETWEEN BOTTOM OF RAKE TEETH AND LOWER SURFACE OF TAPE SLOT;
MIN. 0.007 INCH
MAX. 0.011 INCH (CHECK AT NO. 1 & 3 PINS.)

TO ADJUST

LOOSEN THREE MOUNTING SCREWS AND ECCENTRIC UNTIL FRICTION TIGHT. POSITION FRONT AND REAR PLATES, WITH BELL CRANK HANDLE FULLY DEPRESSED, UNTIL LEFT EDGES OF BOTH PLATES ARE APPROXIMATELY IN LINE WITH VERTICAL PLANE OF PUNCH BLOCK AND CLEARANCE MEETS THE REQUIREMENT, TIGHTEN MOUNTING SCREWS AND REPLACE BELL CRANK SPRING

FEED PAWL ADJUSTING PLATE
REQUIREMENT

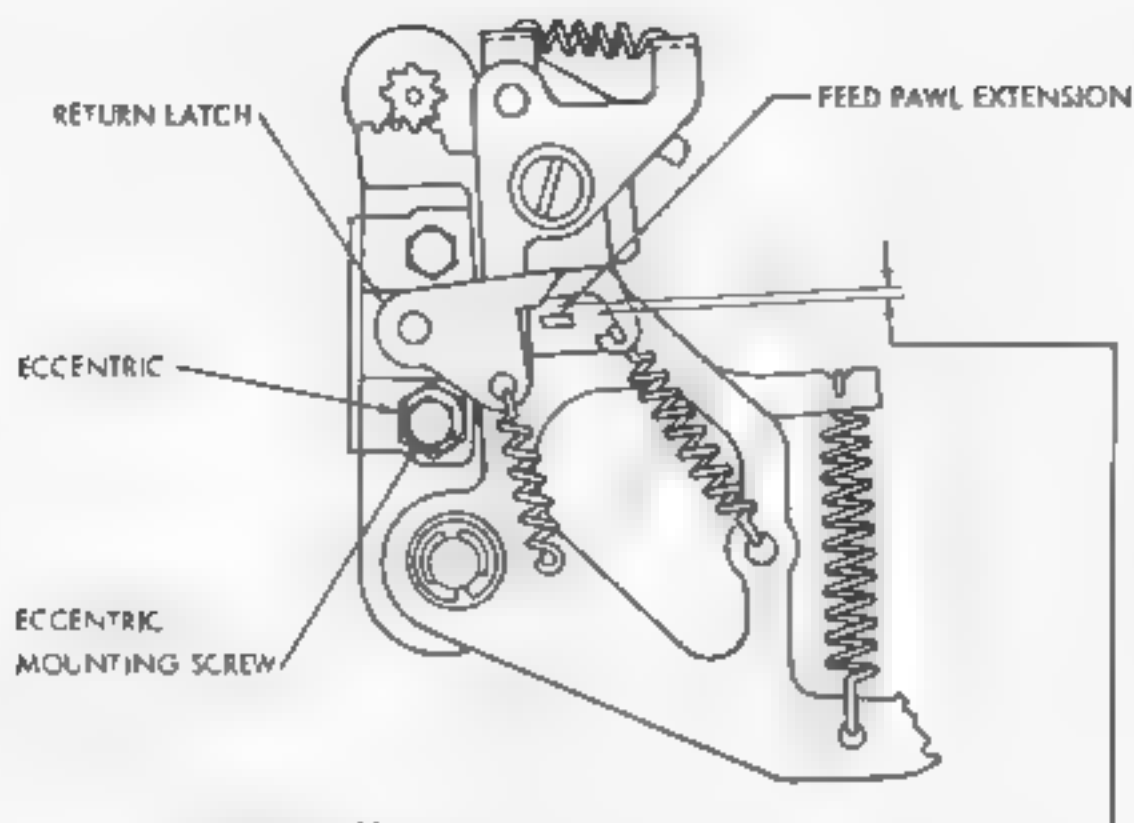
(1) PRELIMINARY: WITH BELL CRANK ROTATED CLOCKWISE, FEED PAWL SHALL MISS FIRST TOOTH AT POINT OF LEAST CLEARANCE BY
MIN. 0.006 INCH--MAX. 0.040 INCH

(2) FINAL: FEED PAWL SHALL MISS FIRST TOOTH AND ENGAGE SECOND TOOTH BY AT LEAST 1/2 OF RIGHT ENGAGING SURFACE OF FEED PAWL (AS GAUGED BY EYE WHEN FEED PAWL FIRST CONTACTS RATCHET TOOTH)

TO ADJUST

POSITION ADJUSTING PLATE WITH MOUNTING SCREW FRICTION TIGHT

FIGURE 2-T. MANUAL AND POWER-DRIVE BACKSPACE MECHANISM FOR CHADLESS TAPE

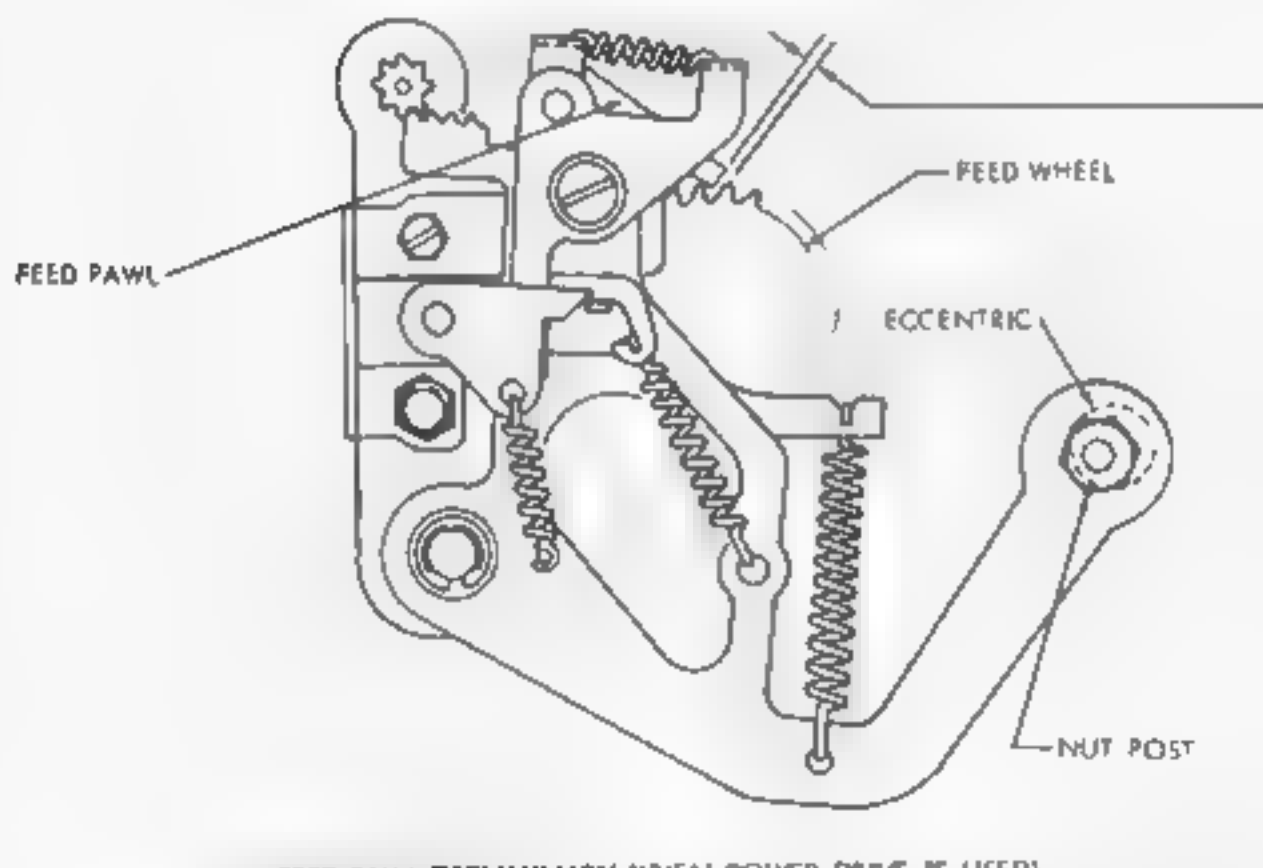


**RETURN LATCH
REQUIREMENT**

BACKSPACE MECHANISM IN UNOPERATED POSITION
CLEARANCE BETWEEN RETURN LATCH AND FEED PAWL EXTENSION
M.N. 0.004 INCH
MAX. 0.020 INCH

TO ADJUST

ADJUST ECCENTRIC WITH MOUNTING SCREW FRICTION TIGHT.



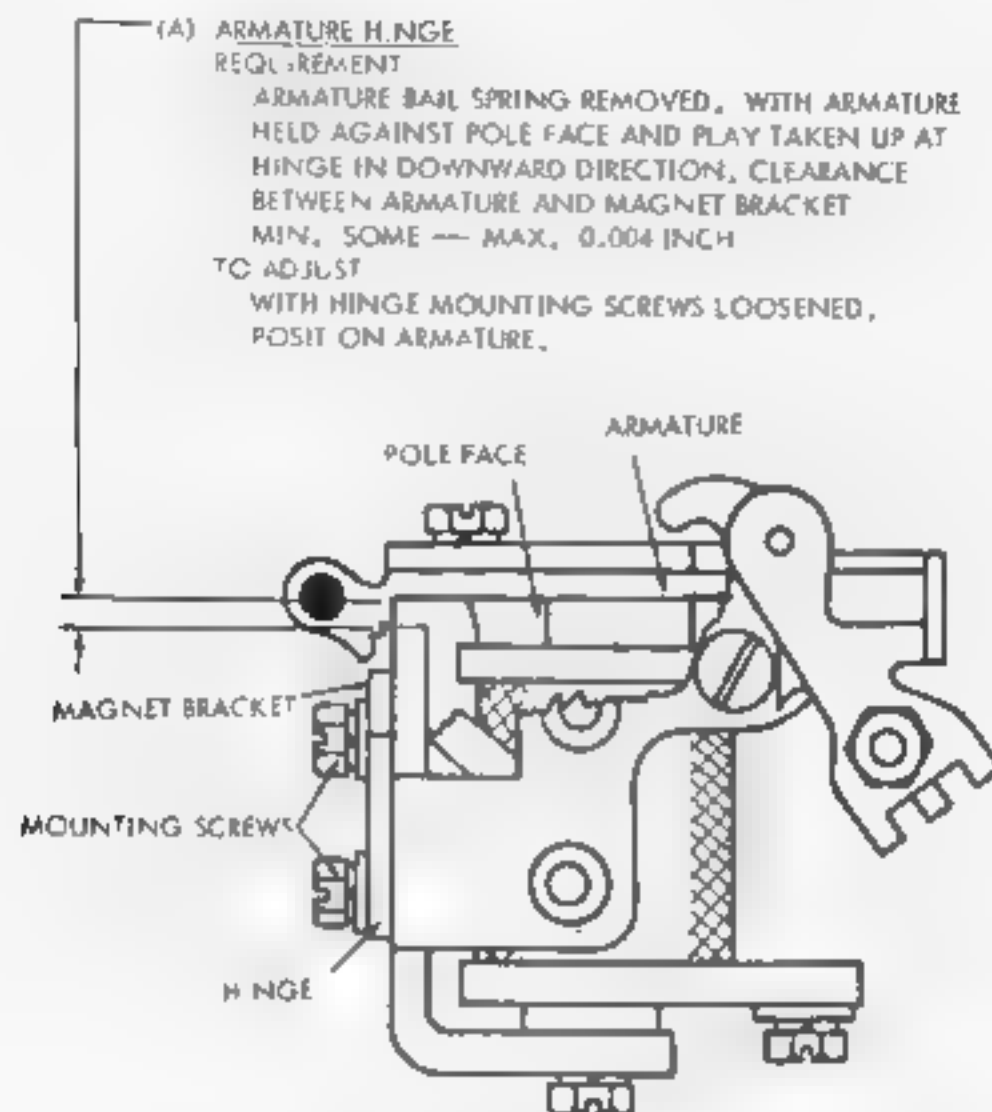
**FEED PAWL (PRELIMINARY WHEN POWER DRIVE IS USED).
REQUIREMENT**

BACKSPACE MECHANISM IN OPERATED POSITION. FEED WHEEL
DETENTED BACKWARD ONE SPACE. CLEARANCE BETWEEN FEED
WHEEL RATCHET TOOTH AND FEED PAWL.
M.N. SOME
MAX. 0.003 INCH

TO ADJUST

BY MEANS OF 0.060 INCH ALLEN WRENCH, ROTATE
ECCENTRIC WITH NUT POST FRICTION TIGHT. CHECK EACH 90 DEGREES.

FIGURE 2-2. MANUAL AND POWER-DRIVE BACKSPACE MECHANISM FOR CHADLESS TAPE



NOTE

THIS ADJUSTMENT IS MADE AT FACTORY AND SHOULD NOT BE DISTURBED UNLESS A REASSEMBLY OF THE UNIT IS UNDERTAKEN. IF NECESSARY TO MAKE THIS ADJUSTMENT, THE PUNCH UNIT SHOULD BE REMOVED. SEE DISASSEMBLY AND REASSEMBLY. REMAKE PUNCH UNIT POSITION ADJUSTMENT.

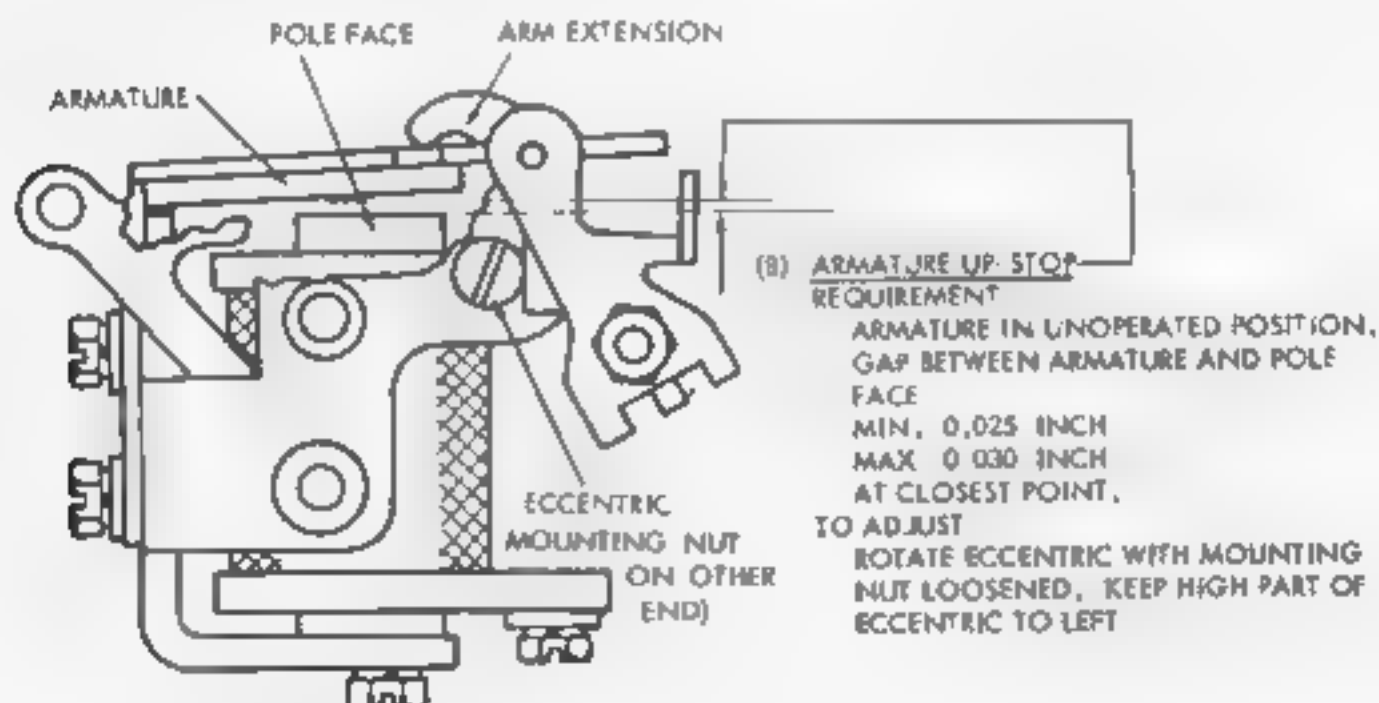
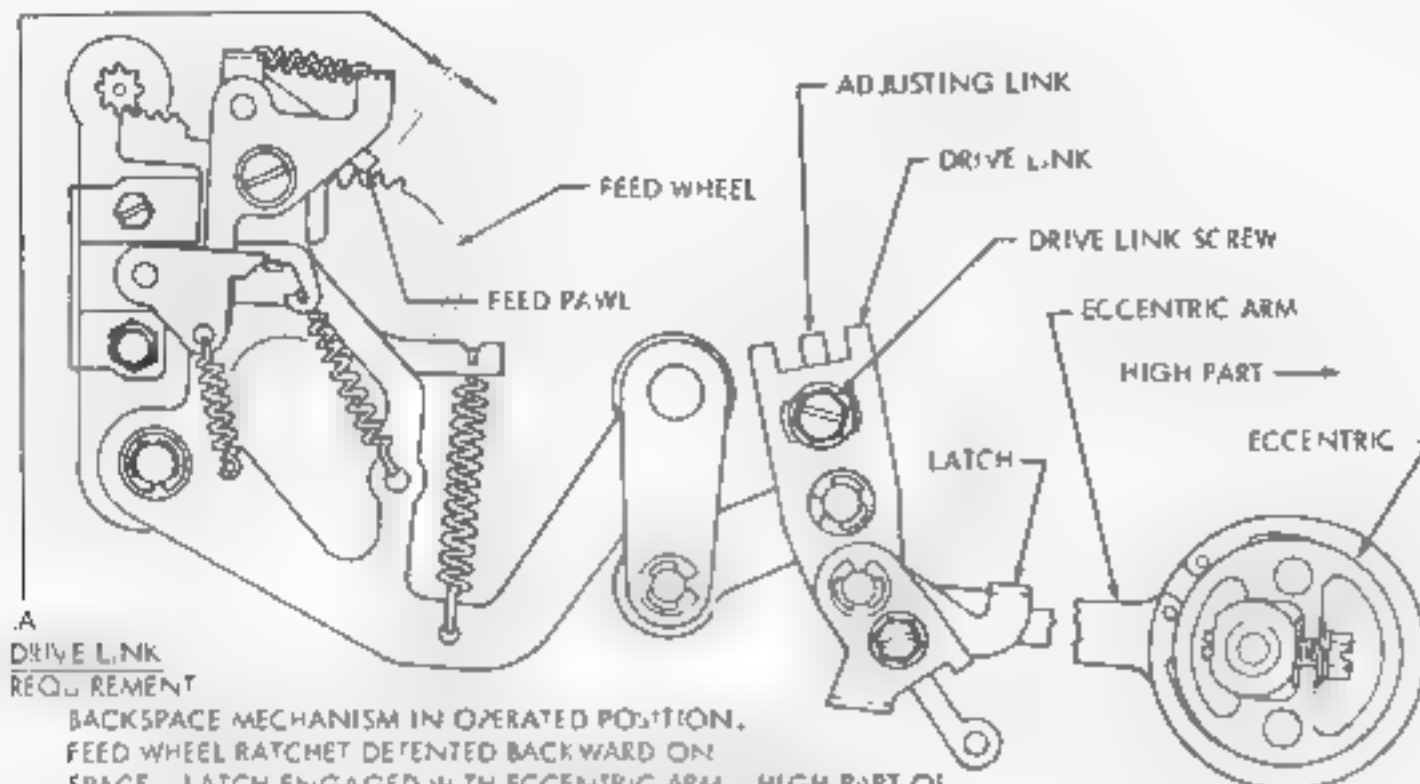


FIGURE 2-3. POWER-DRIVE BACKSPACE MECHANISM FOR CHADLESS TAPE



A
DRIVE LINK
REQUIREMENT

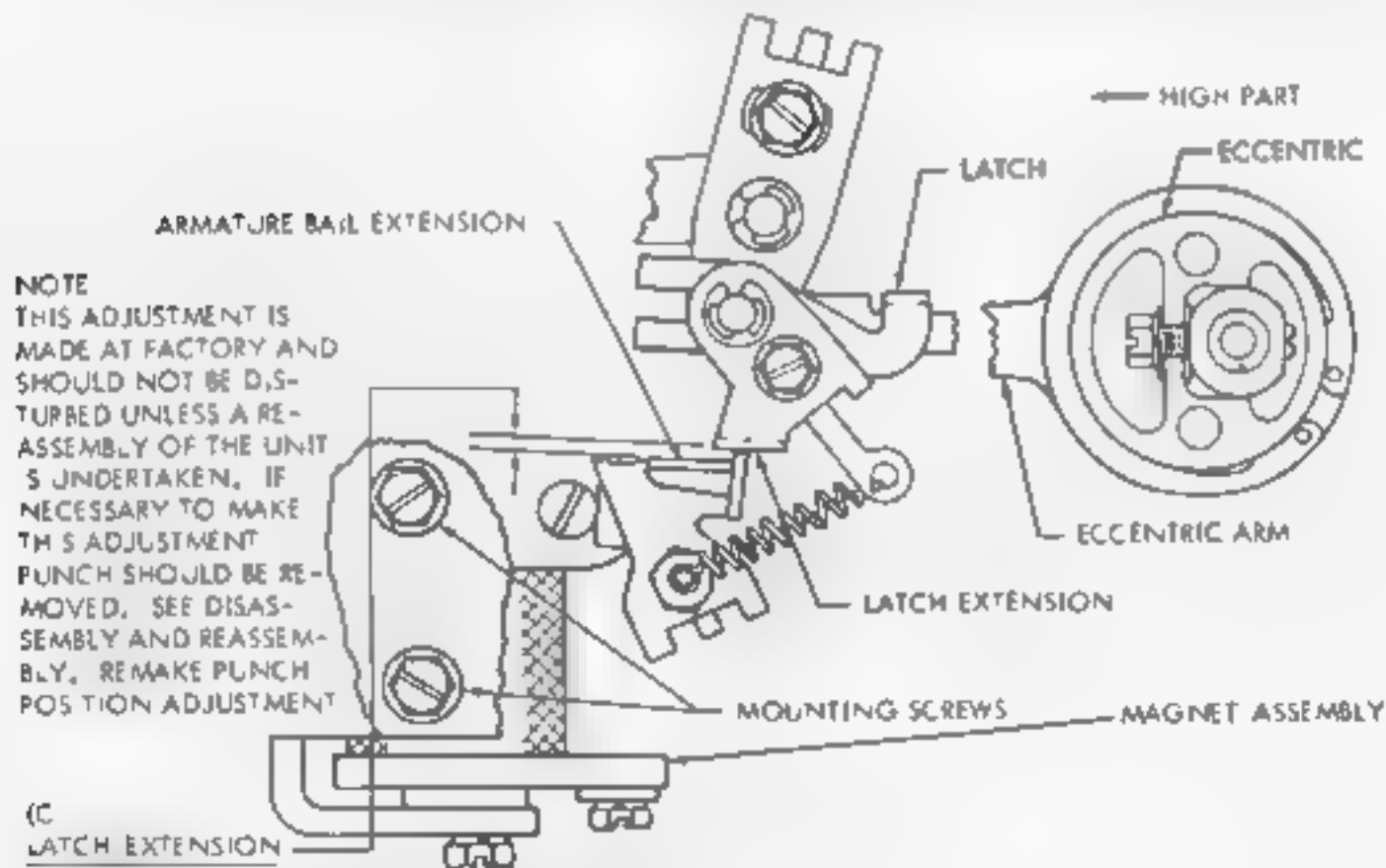
BACKSPACE MECHANISM IN OPERATED POSITION. FEED WHEEL RATCHET DEFLECTED BACKWARD ON SPACE. LATCH ENGAGED WITH ECCENTRIC ARM. HIGH PART OF ECCENTRIC TO THE RIGHT. CLEARANCE BETWEEN FEED PAWL AND FEED WHEEL RATCHET TOOTH CHECKED AT EACH 10 DEGREES.

MIN. .50M²—MAX. 0.003 INCH

TO ADJUST

BY MEANS OF PIV POINT, POSITION ADJUSTING LINK WITH DRIVE LINK SCREW FRICTION TIGHT

NOTE (EXTREME CAUTION MUST BE USED TO AVOID BINDS) BACK OFF ON THE BELL CRANK ECCENTRIC TO MAIN AIM NOT MORE THAN 0.020 INCH BETWEEN ECCENTRIC AND BOTTOM OF HOLE IN FRAME. REMOVE TAPE WHILE MAKING ADJUSTMENT.



NOTE

THIS ADJUSTMENT IS MADE AT FACTORY AND SHOULD NOT BE DISTURBED UNLESS A RE-ASSEMBLY OF THE UNIT IS UNDERTAKEN. IF NECESSARY TO MAKE THIS ADJUSTMENT PUNCH SHOULD BE REMOVED. SEE DISASSEMBLY AND REASSEMBLY. REMAKE PUNCH POSITION ADJUSTMENT

C
LATCH EXTENSION
REQUIREMENT

BACKSPACE MECHANISM IN UNOPERATED POSITION. HIGH PART OF ECCENTRIC TO LEFT. ARMATURE AGAINST POLE FACE. LATCH RESTING ON ECCENTRIC ARM NOTCH. CLEARANCE BETWEEN TOP OF ARMATURE BAIL EXTENSION AND LATCH EXTENSION

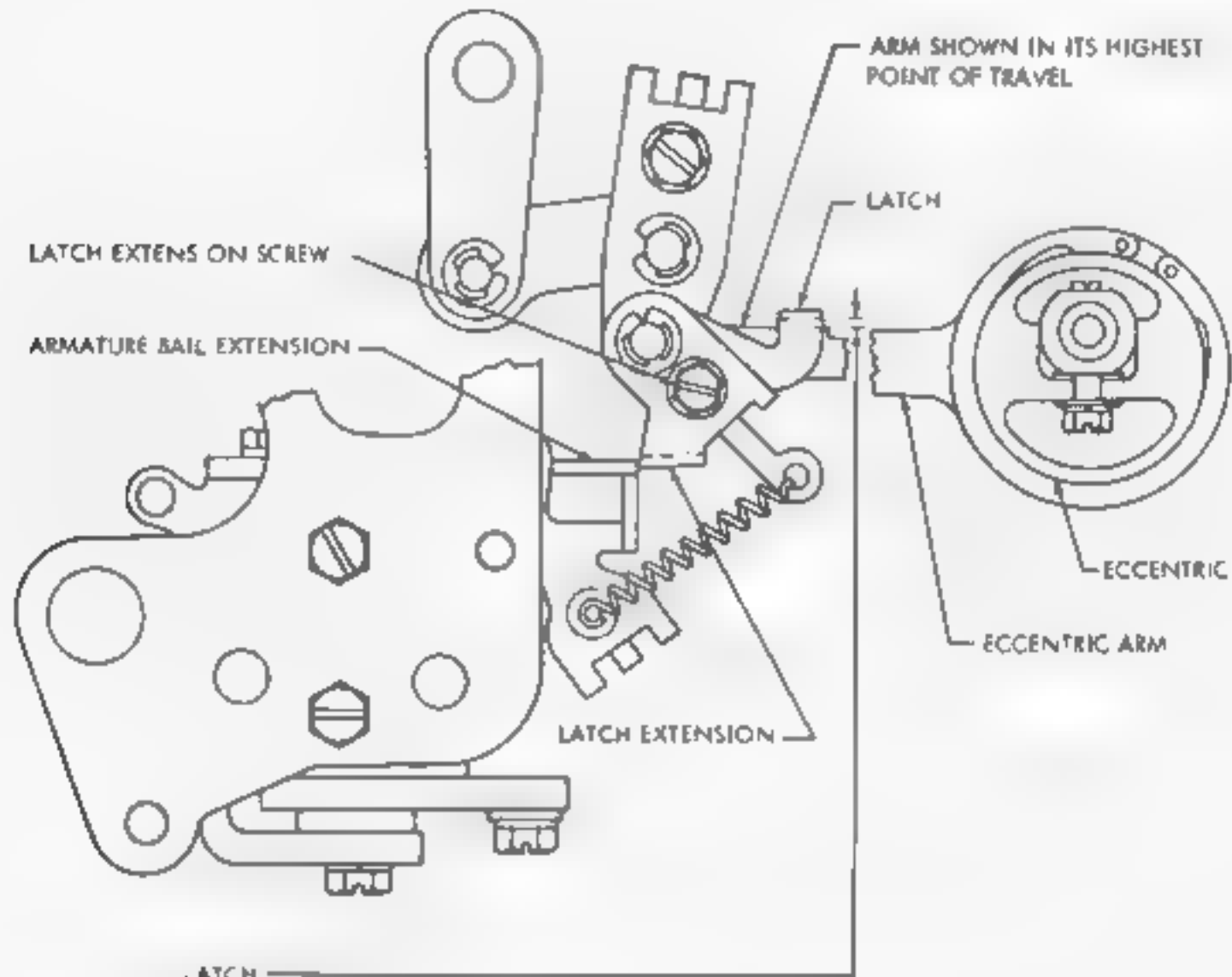
MIN. 0.005 INCH

MAX. 0.020 INCH

TO ADJUST

SWING MAGNET CLOCKWISE OR COUNTER-CLOCKWISE, AS NECESSARY, WITH MOUNTING SCREWS FRICTION TIGHT.

FIGURE 2-4. MANUAL AND POWER-DRIVE BACKSPACE MECHANISM FOR CHADLESS TAPE

**LATCH****REQUIREMENT**

BACKSPACE MECHANISM IN UNOPERATED POSITION ARMATURE OFF POLE FACE (DE-ENERGIZED). LATCH EXTENSION AGAINST END OF ARMATURE BAIL EXTENSION. ECCENTRIC ARM AT ITS CLOSEST POINT TO UNDERSIDE OF LATCH. CLEARANCE BETWEEN LATCH AND ECCENTRIC ARM.

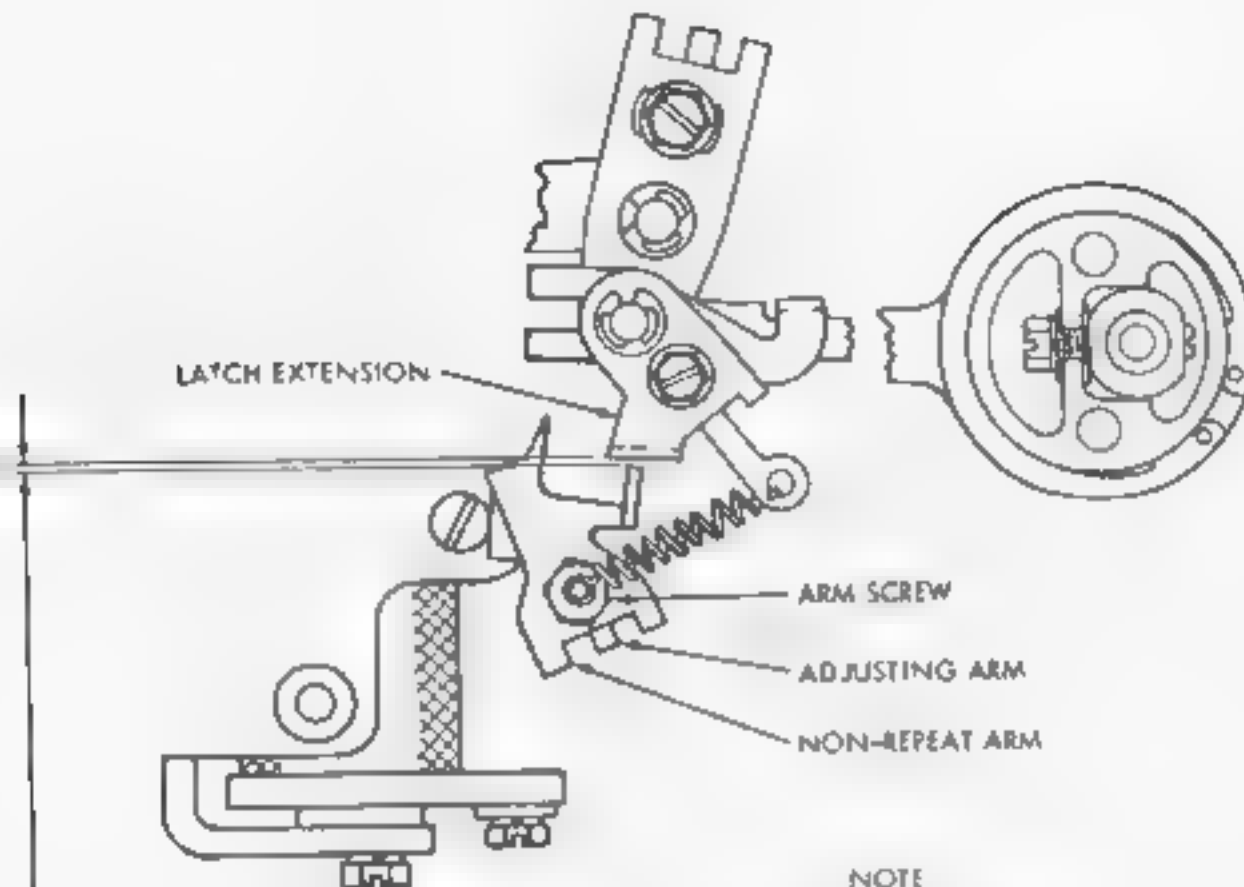
MIN. 0.005 INCH

MAX 0.025 INCH

TO ADJUST

POSITION LATCH WITH LATCH EXTENSION SCREW LOOSENED

FIGURE 2-5. POWER DRIVE BACKSPACE MECHANISM FOR CHADLESS TAPE



NON-REPEAT ARM
REQUIREMENT

BACKSPACE MECHANISM IN UNOPERATED POSITION, CLEAR-
ANCE BETWEEN TOP SURFACE OF NON-REPEAT ARM AND
LOWEST POINT OF LATCH EXTENSION

MIN. 0.002 INCH

MAX. 0.010 INCH

TO ADJUST

POSITION ADJUSTING ARM WITH ARM SCREW LOOSENED FRICTION TIGHT

FEED PAWL (FINAL
REQUIREMENT

BACKSPACE OPERATED ONE SPACE UNDER POWER
THE RATCHET WHEEL SHALL BE BACKED ONE SPACE
TO A FULLY DETENTED POSITION. CHECK EACH
90 DEGREES. IN THIS FULLY DETENTED POSITION,
THE FEED PAWL SHALL ENGAGE THE FIRST TOOTH
BELOW THE HORIZONTAL CENTERLINE WITH NO
PERCEPT BLE CLEARANCE.

FIGURE 2-8. POWER DRIVE BACKSPACE MECHANISM FOR CHADLESS TAPE

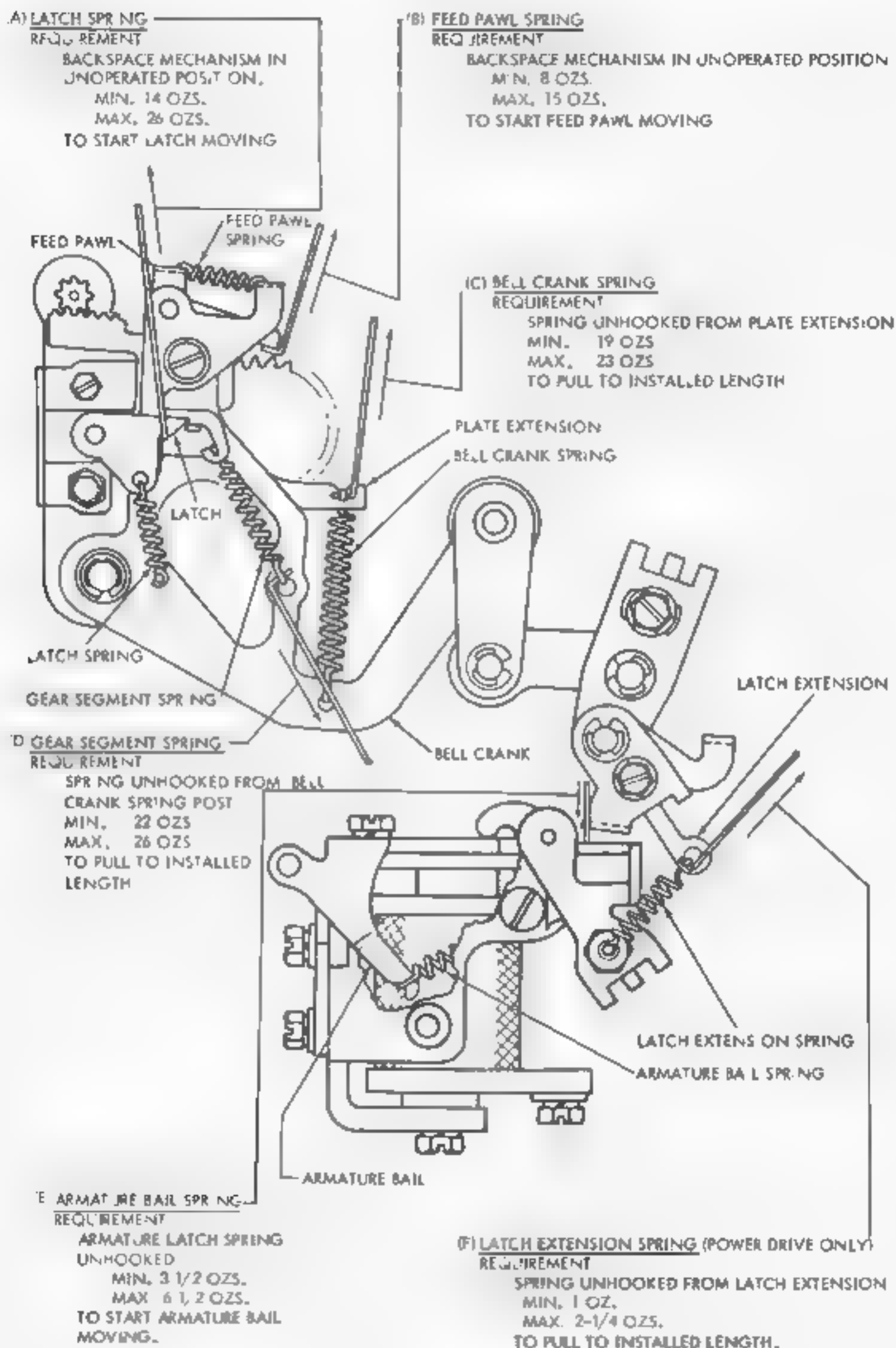


FIGURE 2-7. MANUAL AND POWER-DRIVE BACKSPACE MECHANISM FOR CHADLESS TAPE

2. POWER DRIVE BACKSPACE MECHANISM
FOR FULLY PERFORATED TAPE.

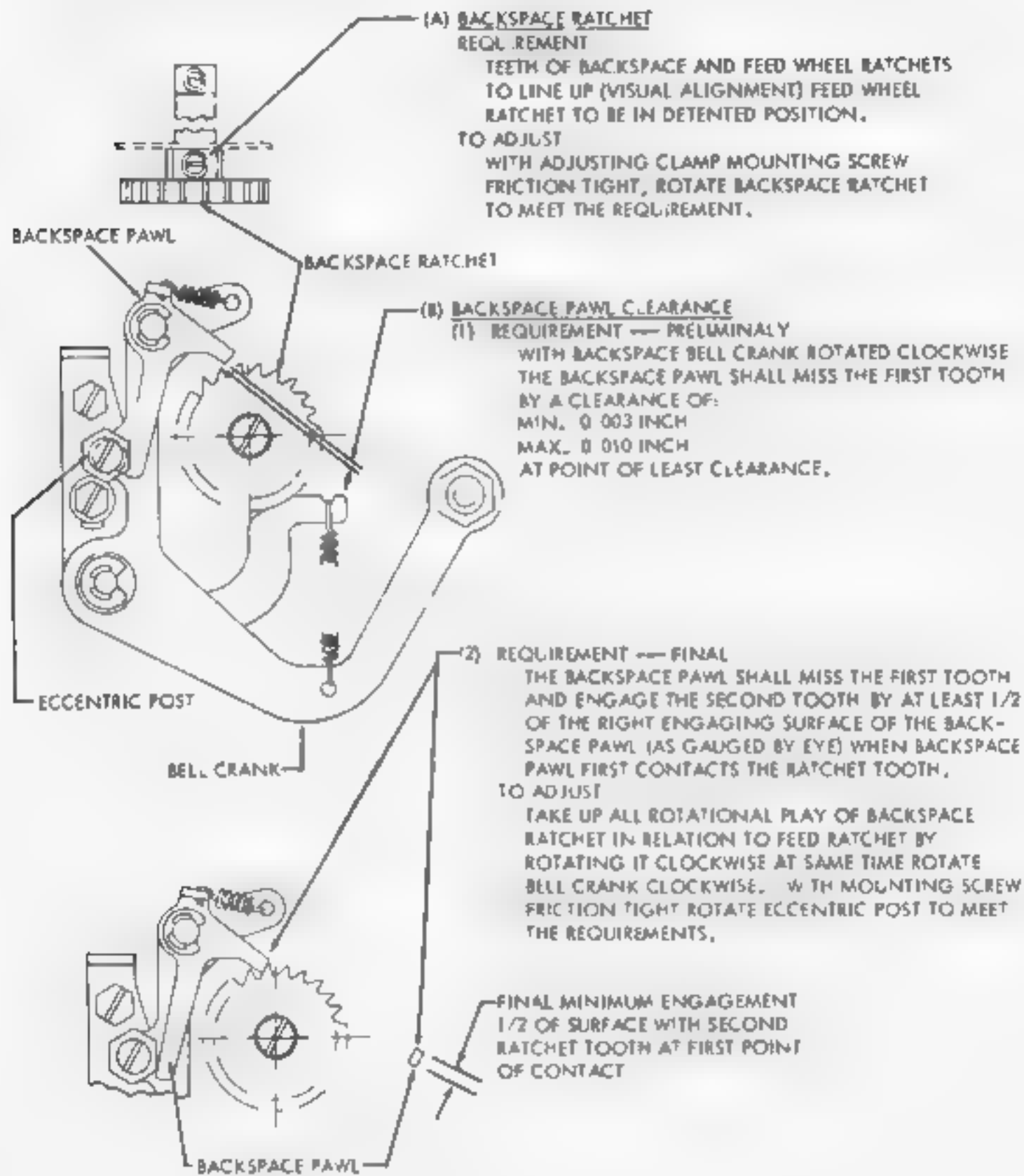


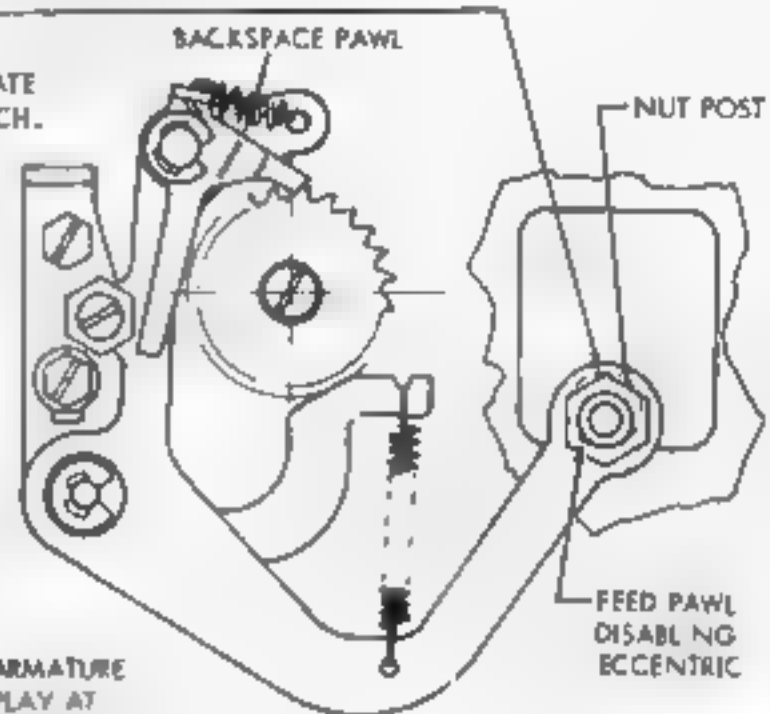
FIGURE 2-8. POWER-DRIVE BACKSPACE MECHANISM FOR FULLY PERFORATED TAPE

(A) FEED PAWL DISABLINGREQUIREMENT

WHEN BELL CRANK IS IN OPERATED POSITION HIGH SIDE OF FEED PAWL DISABLING ECCENTRIC SHOULD BE IN UPPERMOST POSITION.

TO ADJUST

WITH NUT POST FRICTION TIGHT, ROTATE ECCENTRIC WITH A 0.060" ALLEN WRENCH.

(B) ARMATURE HINGEREQUIREMENT

WITH ARMATURE BAIL SPRING REMOVED, ARMATURE HELD AGAINST THE POLE FACE, TAKE UP PLAY AT HINGE IN A DOWNWARD DIRECTION. CLEARANCE BETWEEN THE ARMATURE AND MAGNET BRACKET, MIN. SOME

MAX. 0.004 INCH

TO ADJUST

WITH HINGE MOUNTING SCREWS FRICTION TIGHT POSITION HINGE. ARMATURE SHOULD TOUCH FRONT AND REAR OF POLE FACE. TIGHTEN SCREWS AND RECHECK ADJUSTMENT

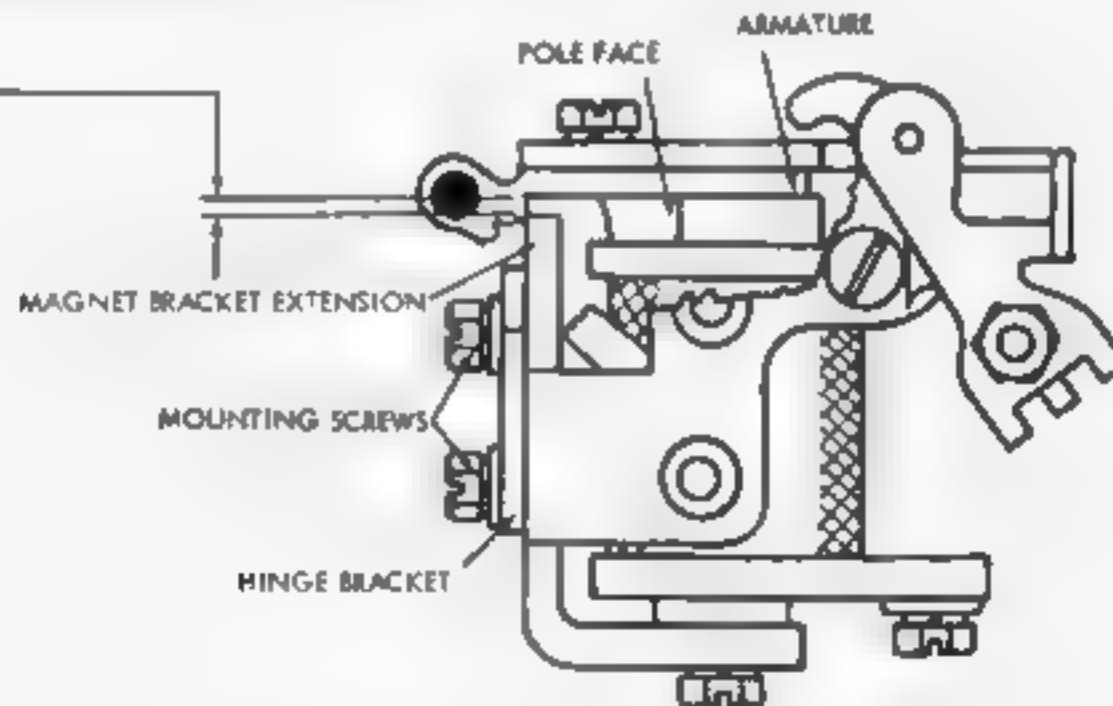


FIGURE 2-9. POWER-DRIVE BACKSPACE MECHANISM FOR FULLY PERFORATED TAPE

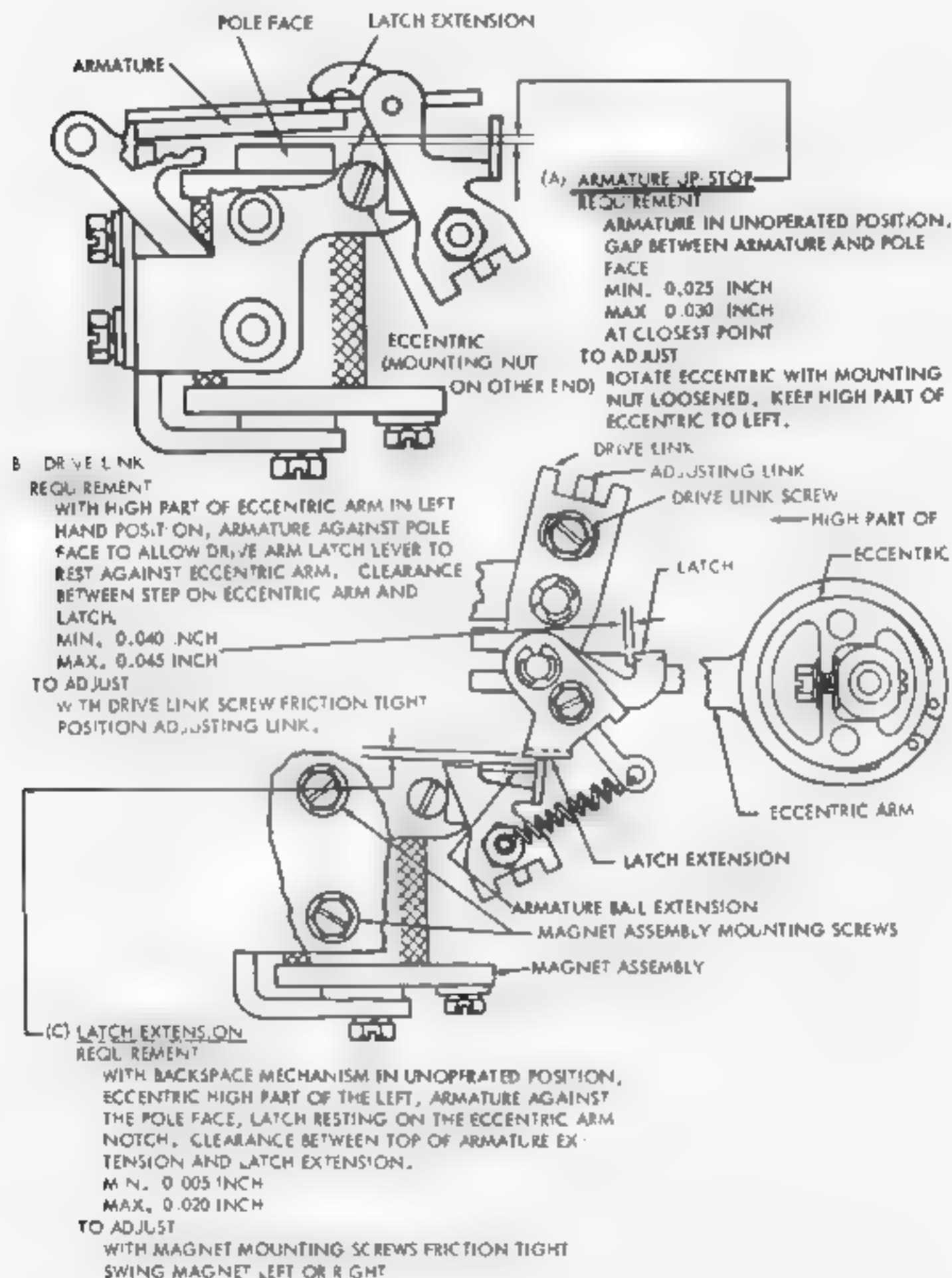


FIGURE 2-10. POWER-DRIVE BACKSPACE MECHANISM FOR FULLY PERFORATED TAPE

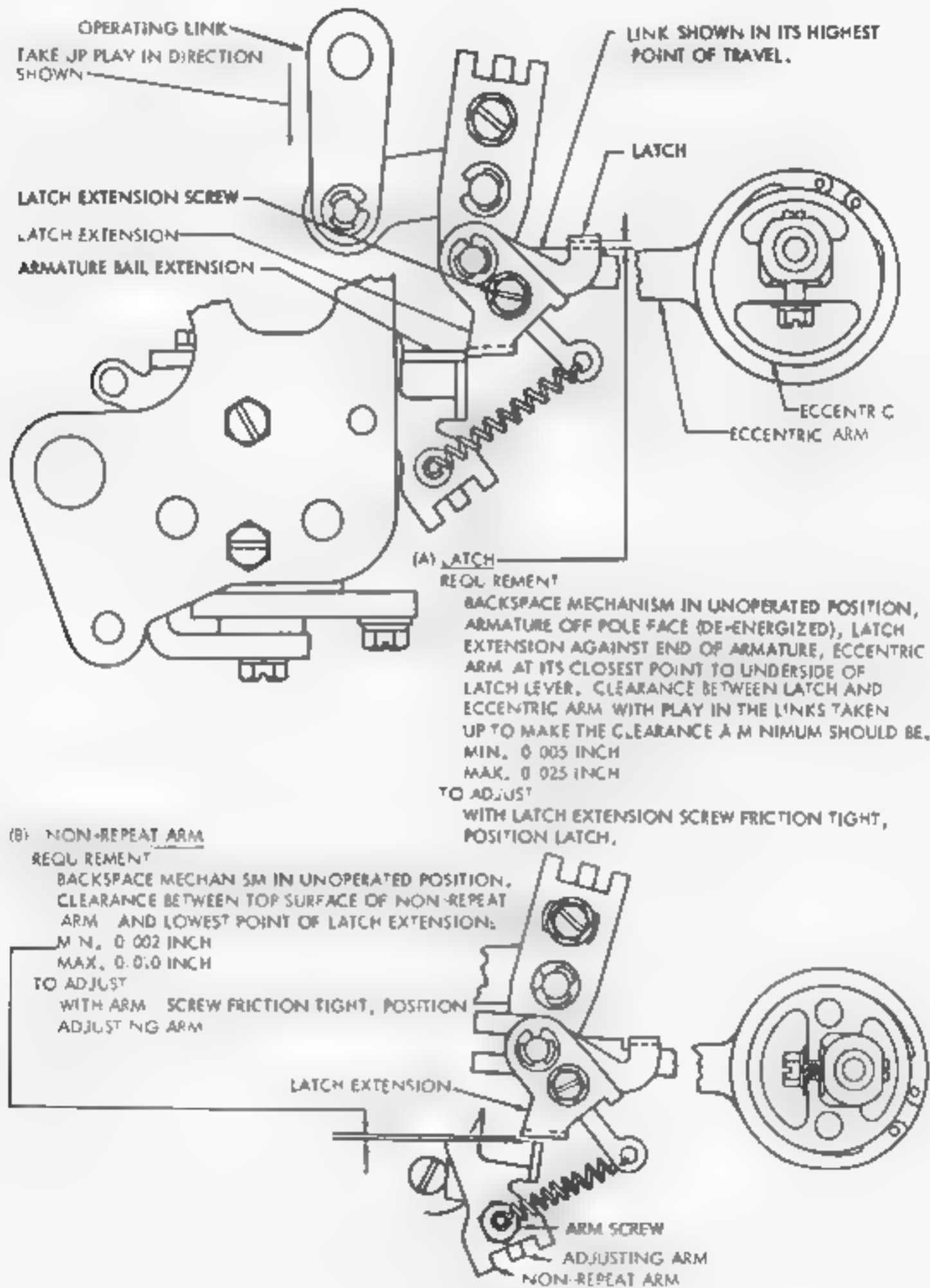


FIGURE 2-11. POWER-DRIVE BACKSPACE MECHANISM FOR FULLY PERFORATED TAPE

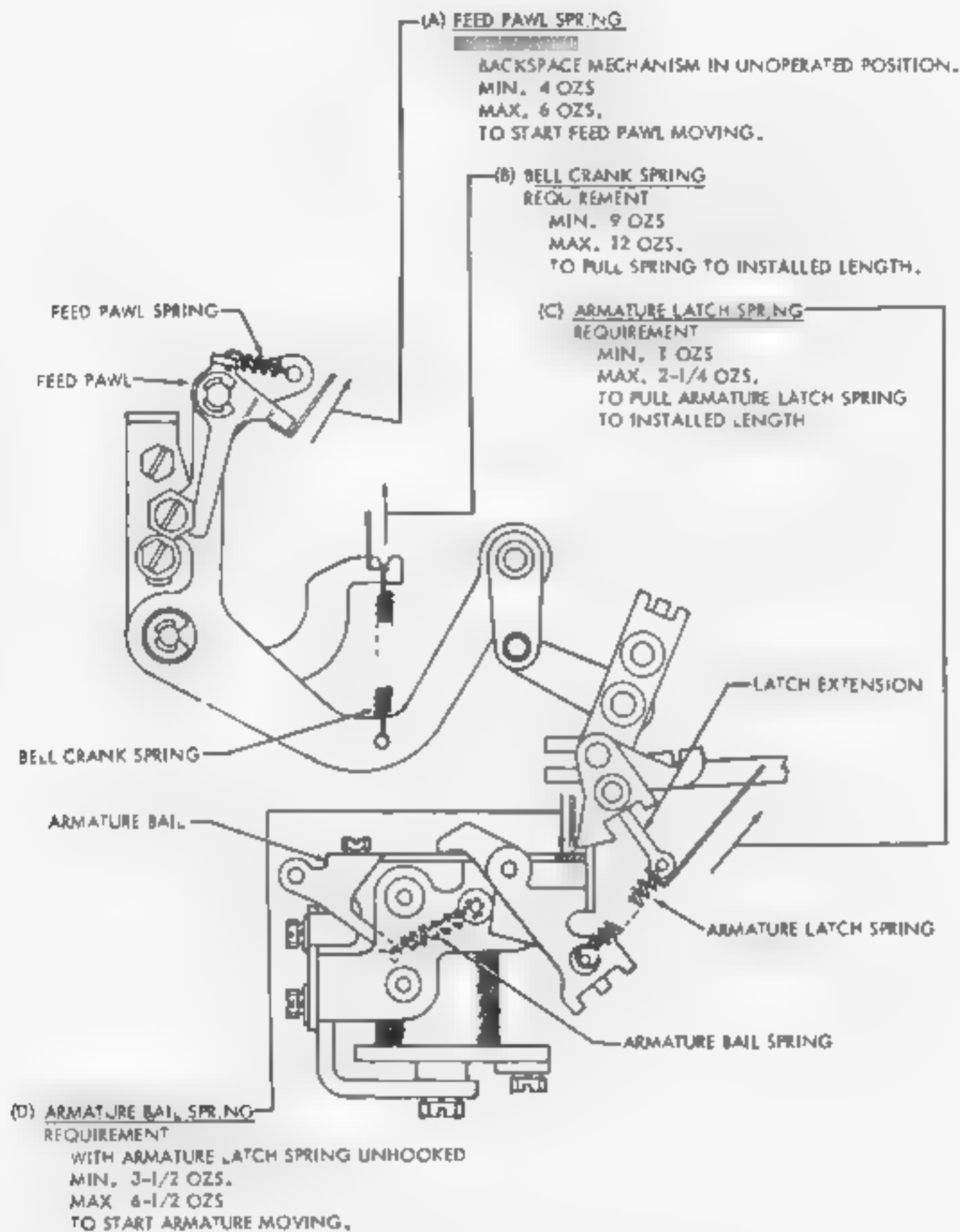
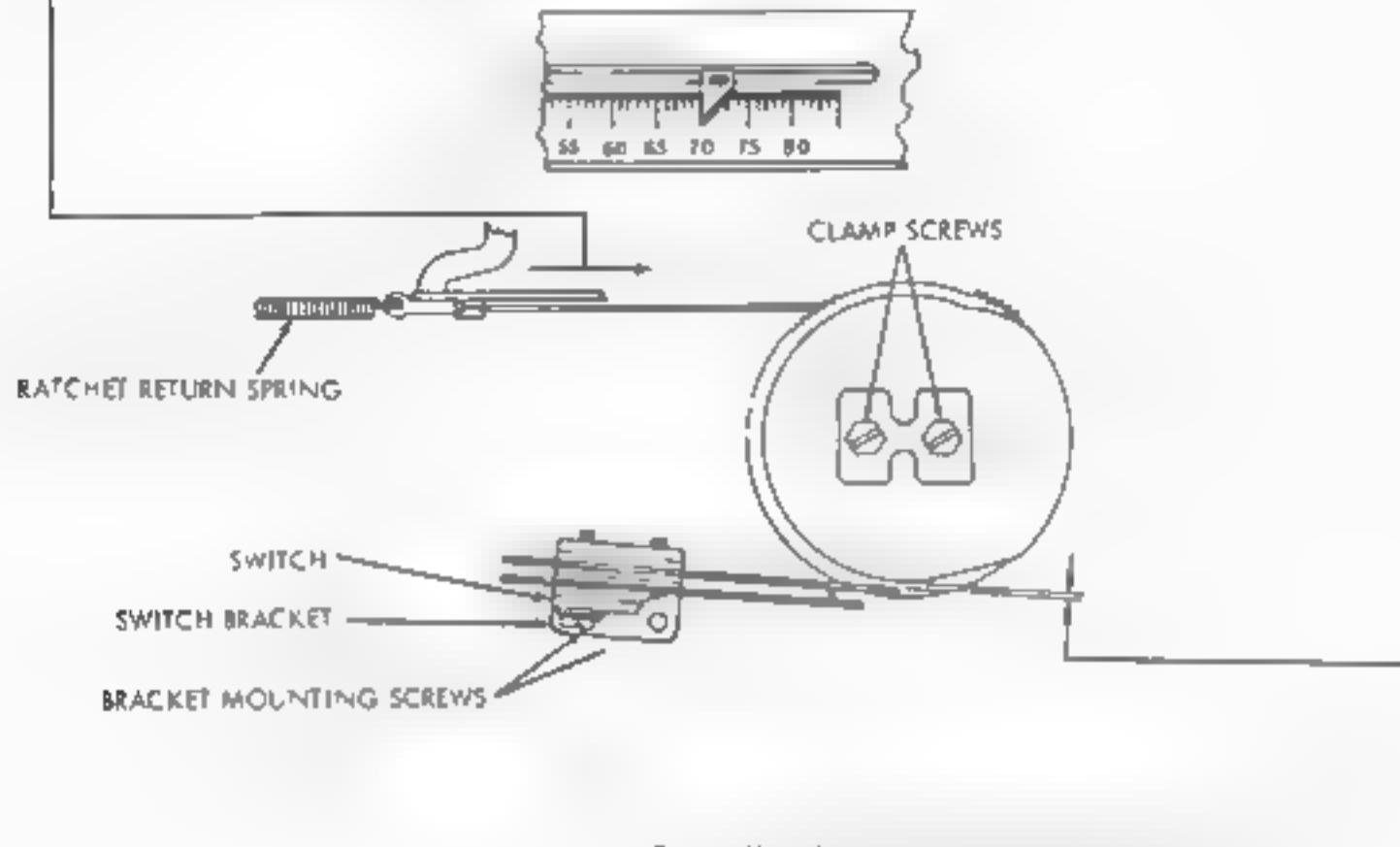


FIGURE 2- 2 POWER-DRIVE BACKSPACE MECHANISM FOR FULLY PERFORATED TAPE

3. CHARACTER COUNTER MECHANISM (NEW DESIGN) SEE SECTION 5 FOR EARLY DESIGN

RATCHET DRUM ASSEMBLY RETURN SPRING REQUIREMENT

1/2 TO 1 1/2 OZS. WHEN INDICATOR POINTS TO 35 ON THE SCALE,
 1 1/2 TO 2 1/2 OZS. WHEN INDICATOR POINTS TO 70 ON THE SCALE

CHARACTER COUNTER END-OF-LINE-SWITCH

- (1) REQUIREMENT (CHARACTER COUNTER REMOVED)
 THE SWITCH SHOULD CLOSE AT A PRESET NUMBER OF CHARACTERS WITH A SMALL AMOUNT OF OVERTRAVEL BY BOTH CONTACT SPRINGS.
- (2) REQUIREMENT
 CLEARANCE BETWEEN LONG CONTACT SPRING AND LOW PART OF CAM,
 MIN. 0.012—MAX. 0.025 INCH
 TO ADJUST
 POSITION SWITCH BRACKET WITH ITS MOUNTING SCREWS LOOSENED, THEN SET COUNTER TO THE DESIRED COUNT, LOOSEN CAM CLAMP SCREWS AND POSITION CAM UNTIL CONTACT CLOSURES WITH SOME OVERTRAVEL, REPLACE UNIT.

FIGURE 2-13. CHARACTER COUNTER MECHANISM

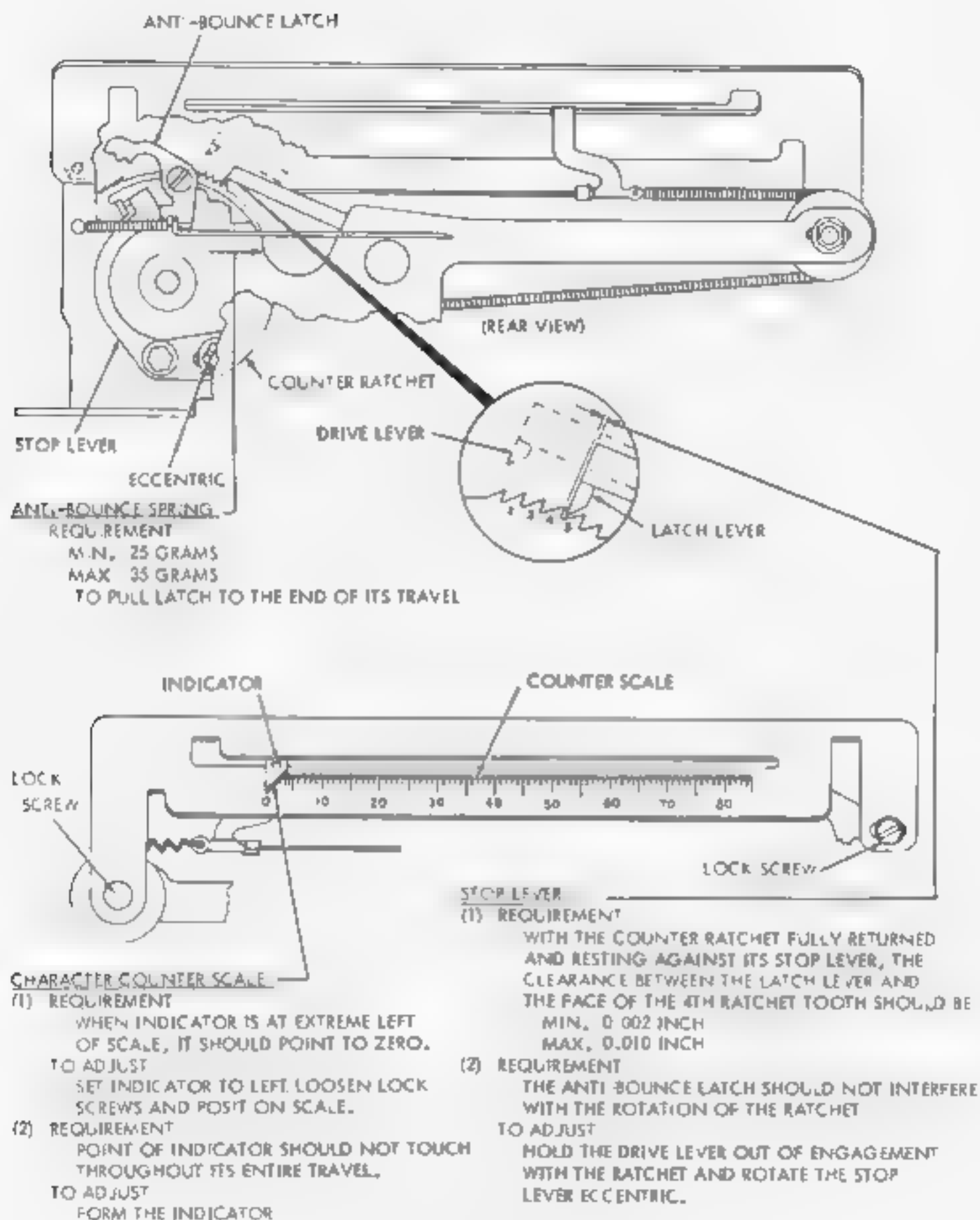


FIGURE 2-14. CHARACTER COUNTER MECHANISM

CHARACTER COUNTER STROKEREQUIREMENT

WHEN CHARACTER AND REPEAT KEYS ARE DEPRESSED, THE COUNTER SHOULD OPERATE CONSISTENTLY IN T OR K-T POSITION. WHEN CARRIAGE RETURN KEY IS DEPRESSED, THE COUNTER SHOULD RESET WITHOUT BINDING. THE MECHANISM SHOULD COUNT THE FIRST CHARACTER ON A RESTART AFTER RESET CONDITION.

MIN. 0.006—MAX. 0.015 INCH

BETWEEN DRIVE LEVER AND RATCHET TOOTH, WHEN COUNTER IS SET NEAR MID-POINT OF ITS RANGE.

TO ADJUST

LOOSEN MOUNTING SCREWS. WITH KEYBOARD IN T POSITION, START MOTOR AND STRIKE CARRIAGE RETURN KEY, AND THEN E KEY. TURN OFF MOTOR. DEPRESS E KEY, POSITION CHARACTER COUNTER FRAME FOR CLEARANCE. TURN CONTROL KNOB TO K-T POSITION AND RECHECK. REFINE IF NECESSARY.

RESET LATCH LEVER AND DRIVE LEVER SPRINGREQUIREMENT

MIN. 3/2 OZ.

MAX. 1 OZ.

TO MOVE EITHER LEVER.

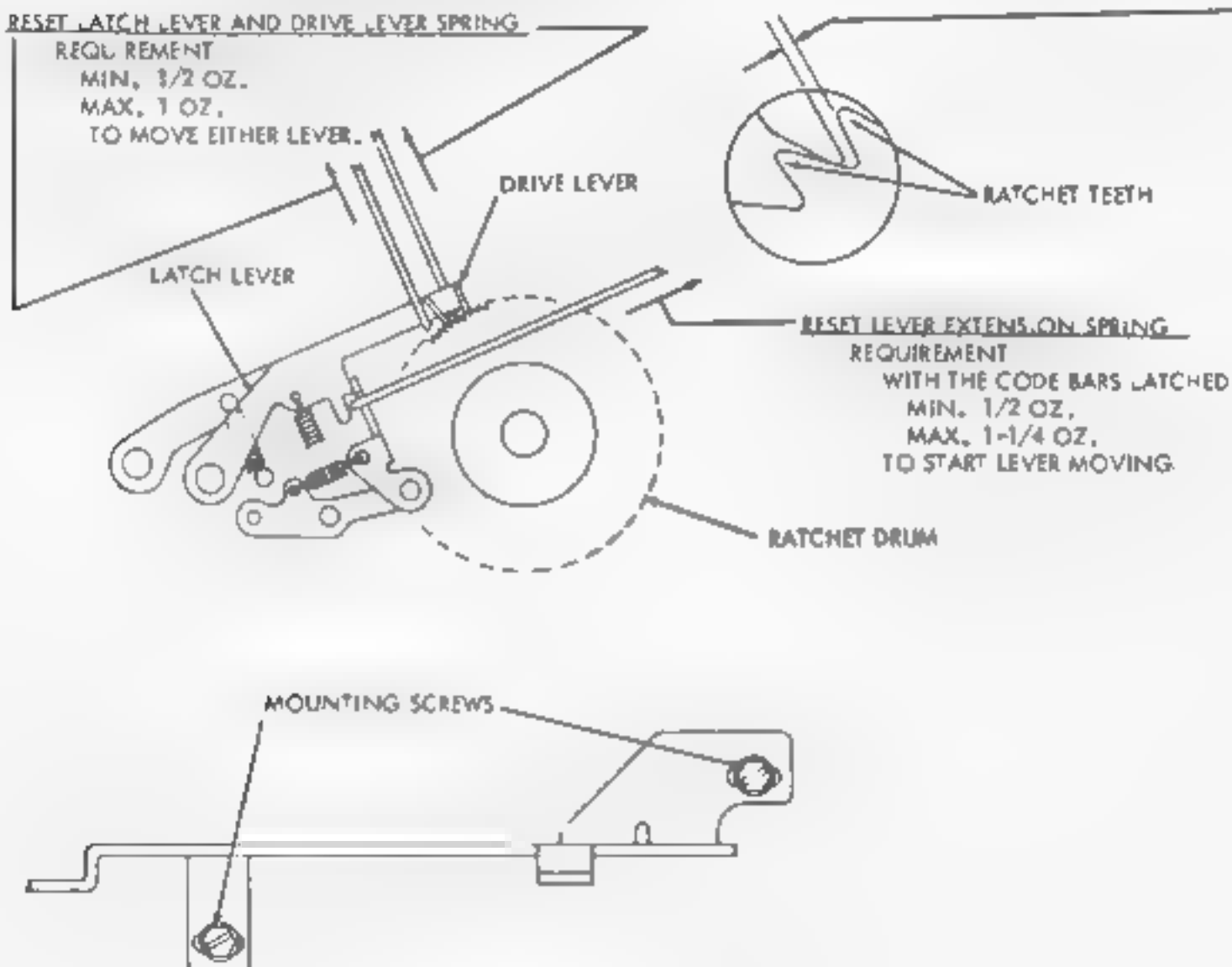


FIGURE 2-15. CHARACTER COUNTER MECHANISM

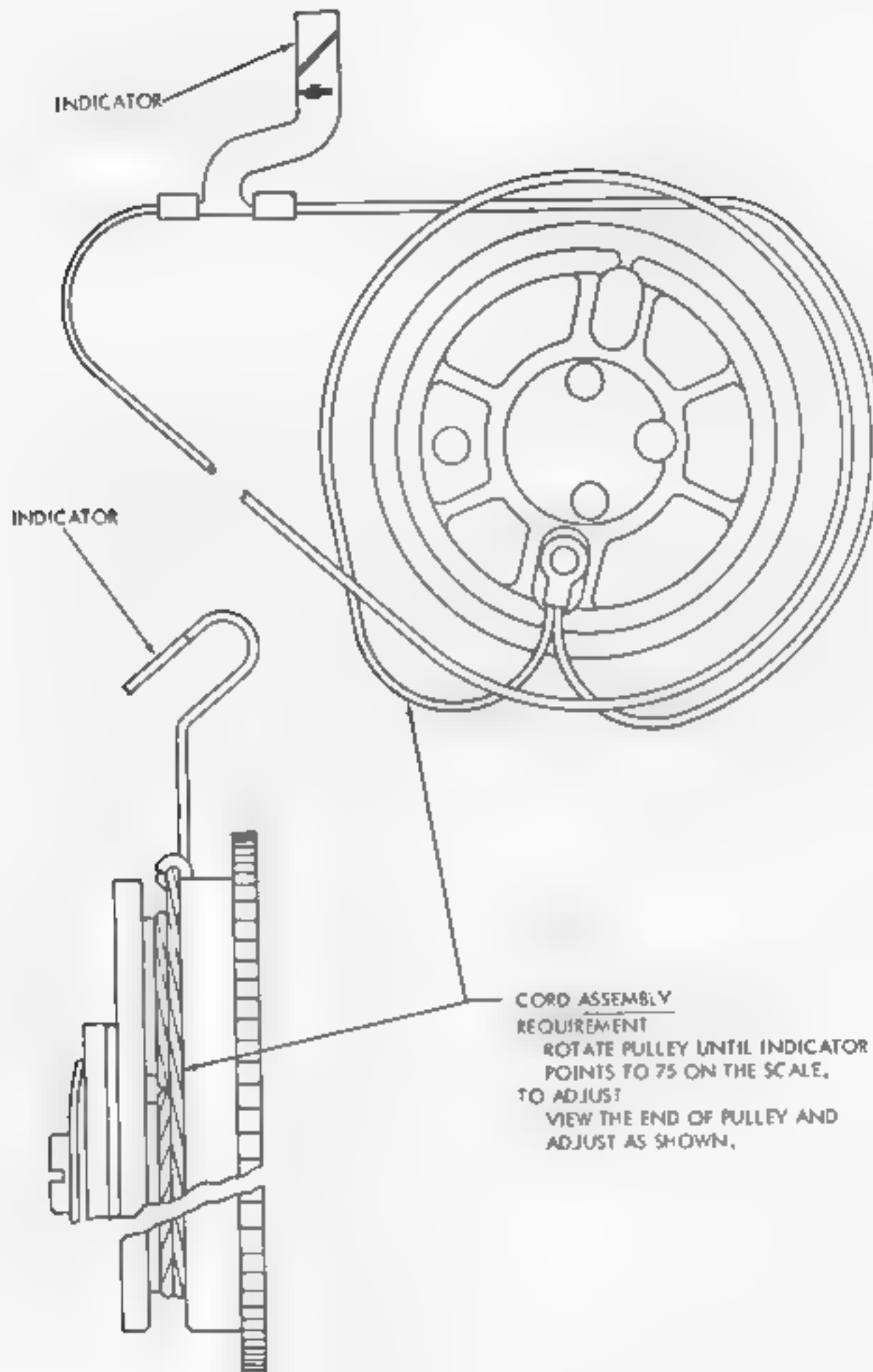
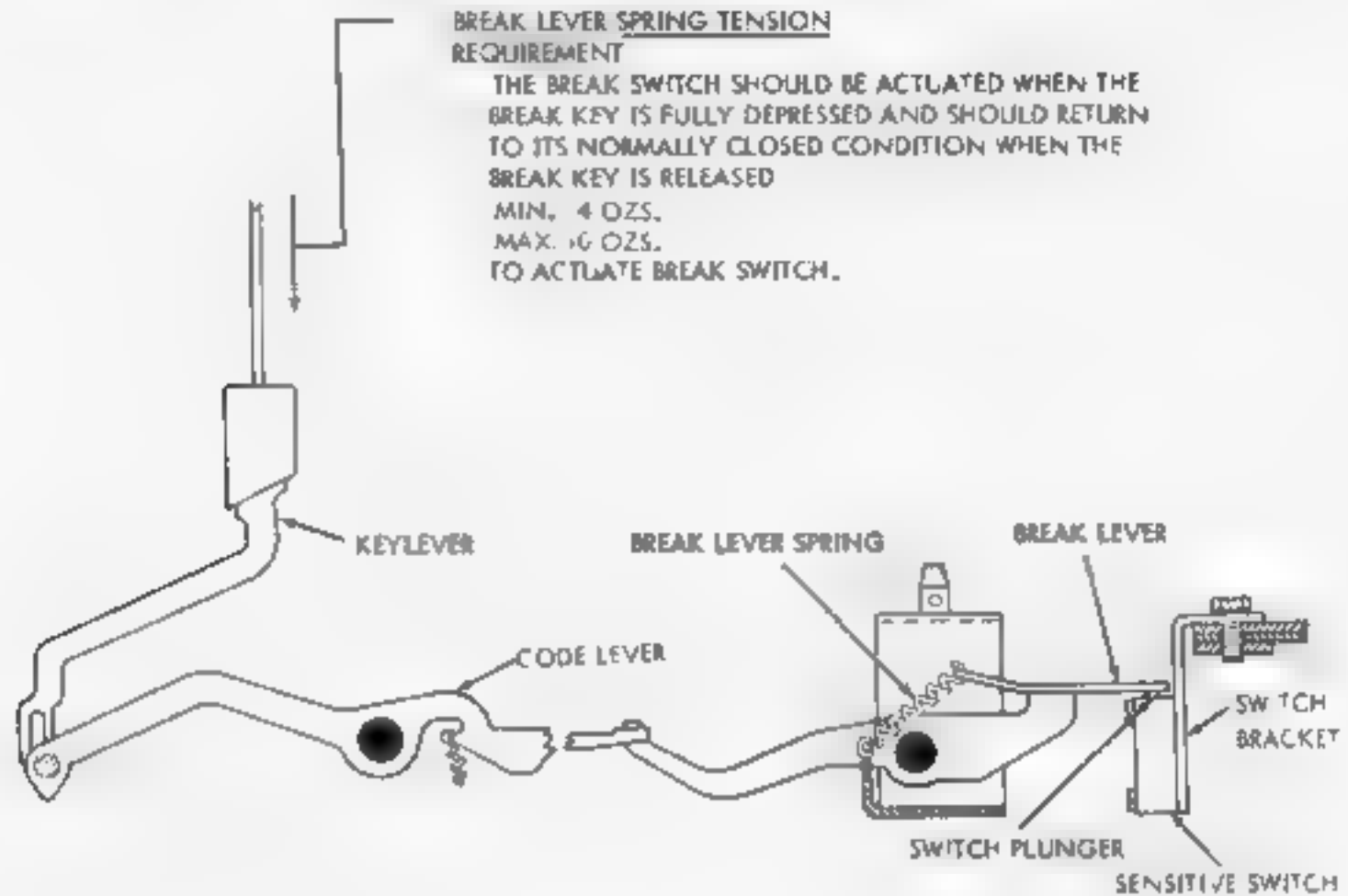


FIGURE 2-16. CHARACTER COUNTER MECHANISM

4. ELECTRICAL LINE BREAK MECHANISM



5. LOCAL PAPER FEED-OUT MECHANISM

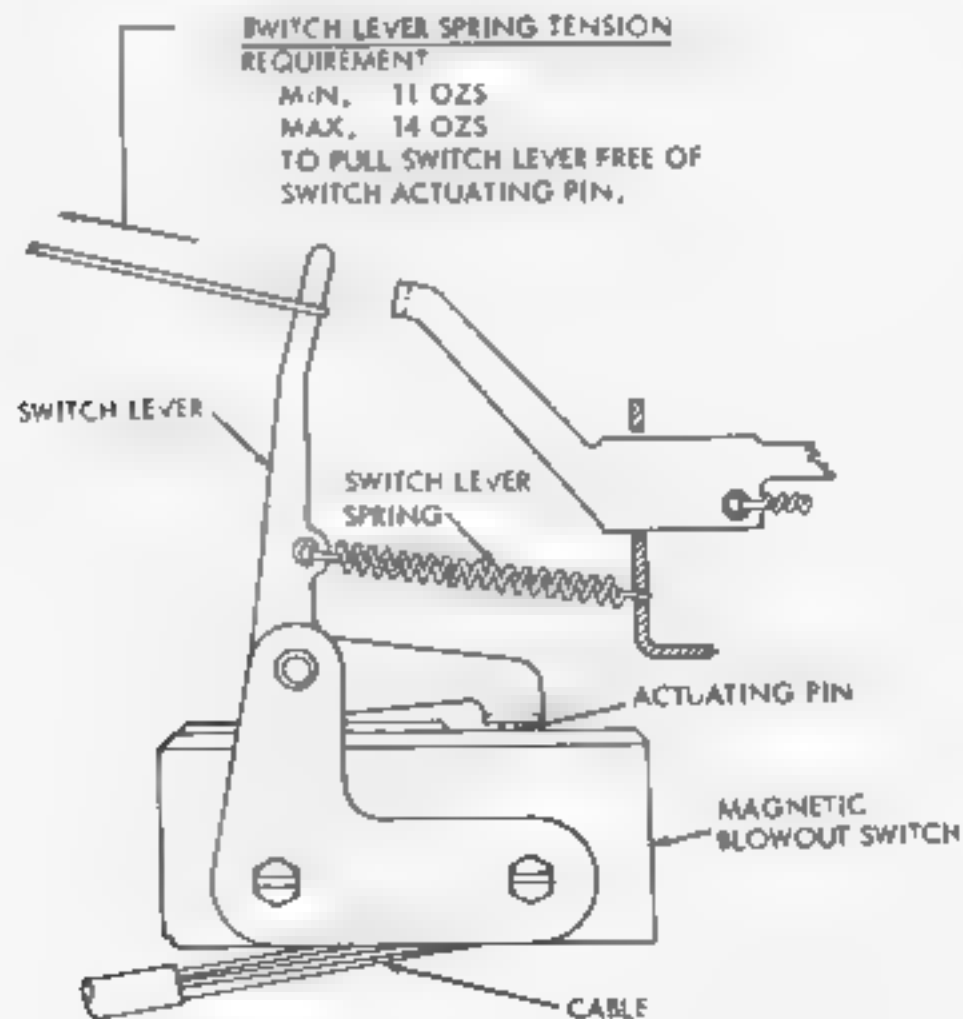


FIGURE 2-17. ELECTRICAL LINE BREAK AND LOCAL PAPER FEED-OUT MECHANISM

6. AND 7. CODE READING AND TIMING CONTACTS

NOTE 1

UNLESS SPECIFICALLY STATED OTHERWISE THE FOLLOWING CODE READING CONTACT ADJUSTMENTS APPLY TO BOTH THE TRANSFER (BREAK BEFORE MAKE) TYPE AND MAKE TYPE CONTACTS. WHEN AN ADJUSTMENT IS APPLICABLE TO BOTH TYPES, THE TRANSFER TYPE CONTACTS ARE USED IN THE ILLUSTRATIONS. WHEN TESTING THESE CONTACTS ON ASR SETS THE CONTROL KNOB SHOULD BE IN THE K-T POSITION

NOTE 2

IT IS RECOMMENDED THAT THE FOLLOWING ADJUSTMENTS BE MADE WITH THE CODE READING CONTACT ASSEMBLY REMOVED FROM THE UNIT

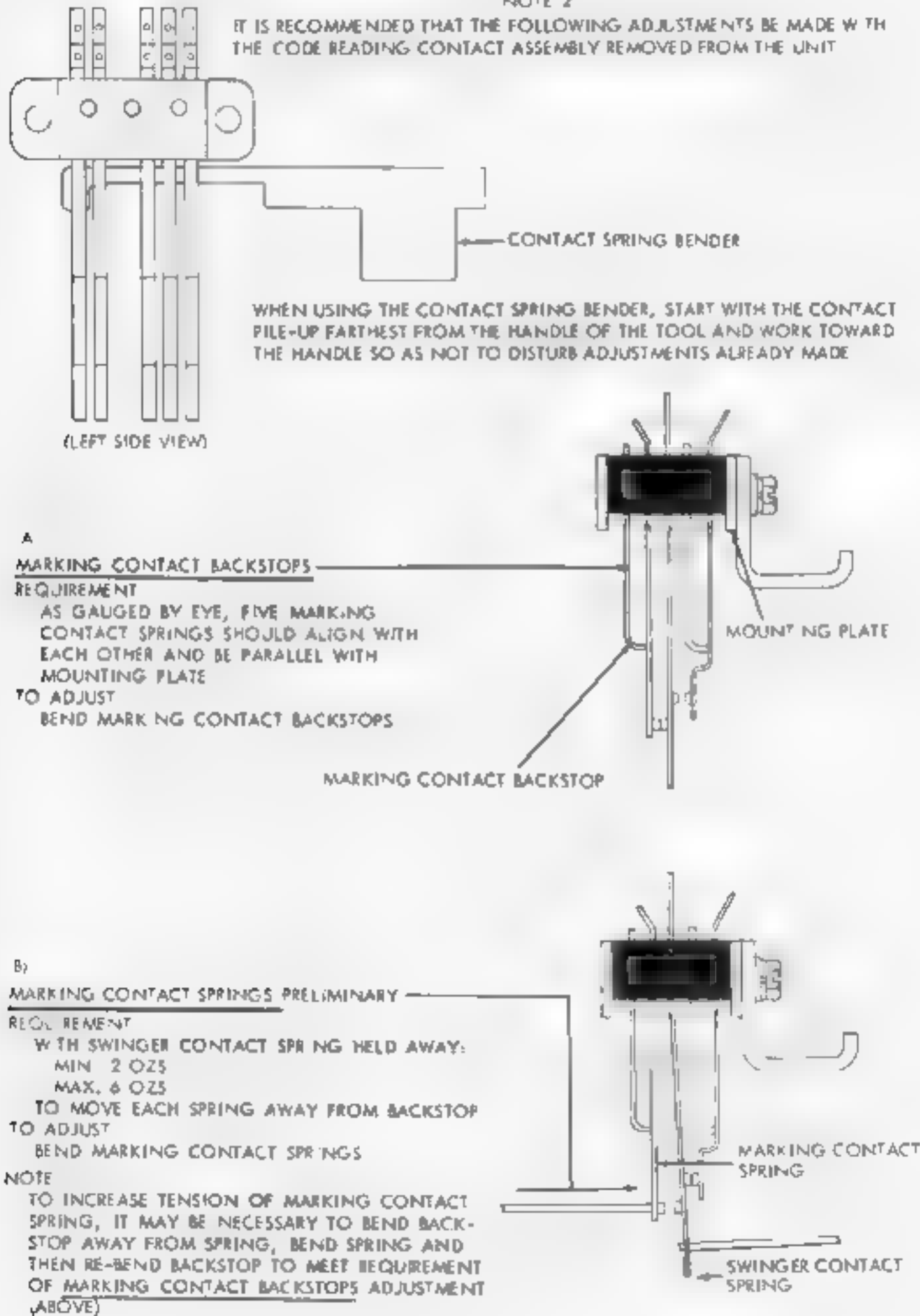
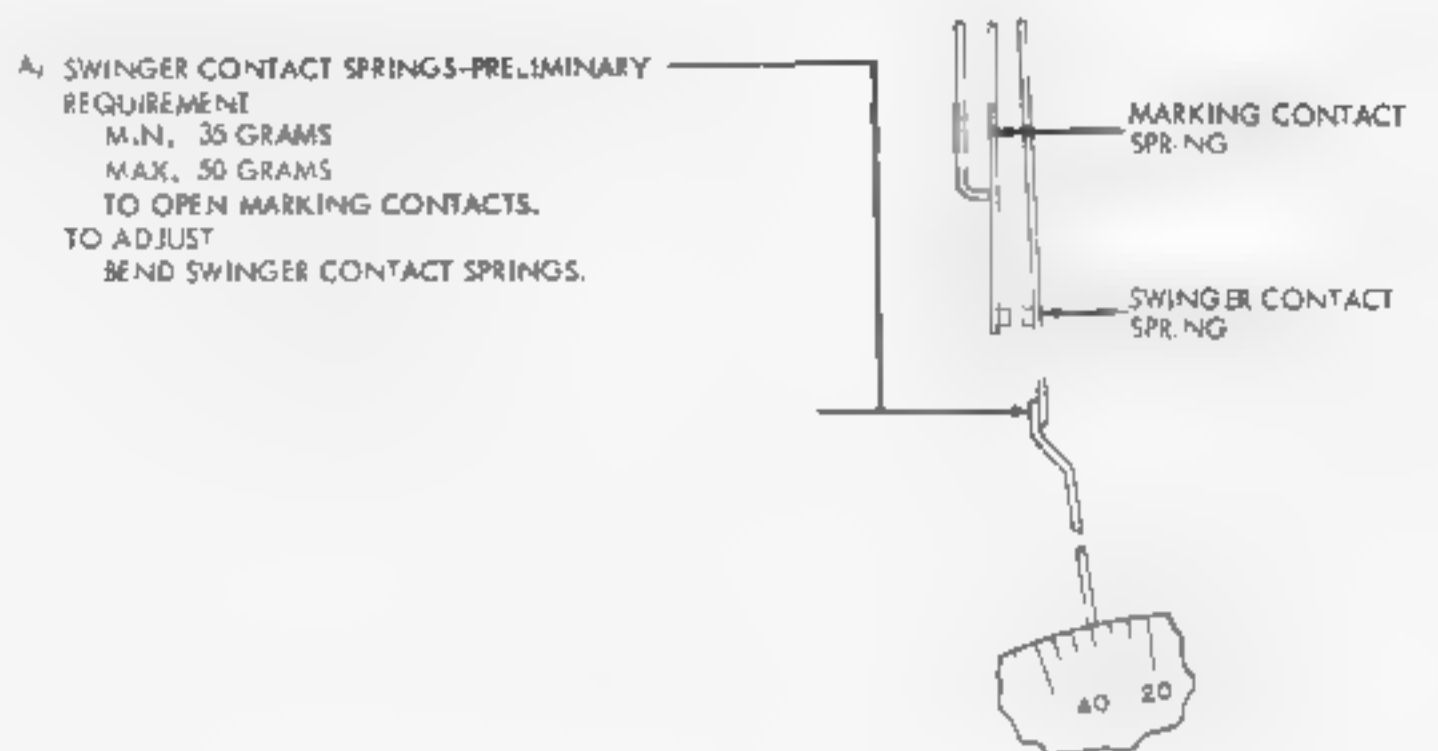
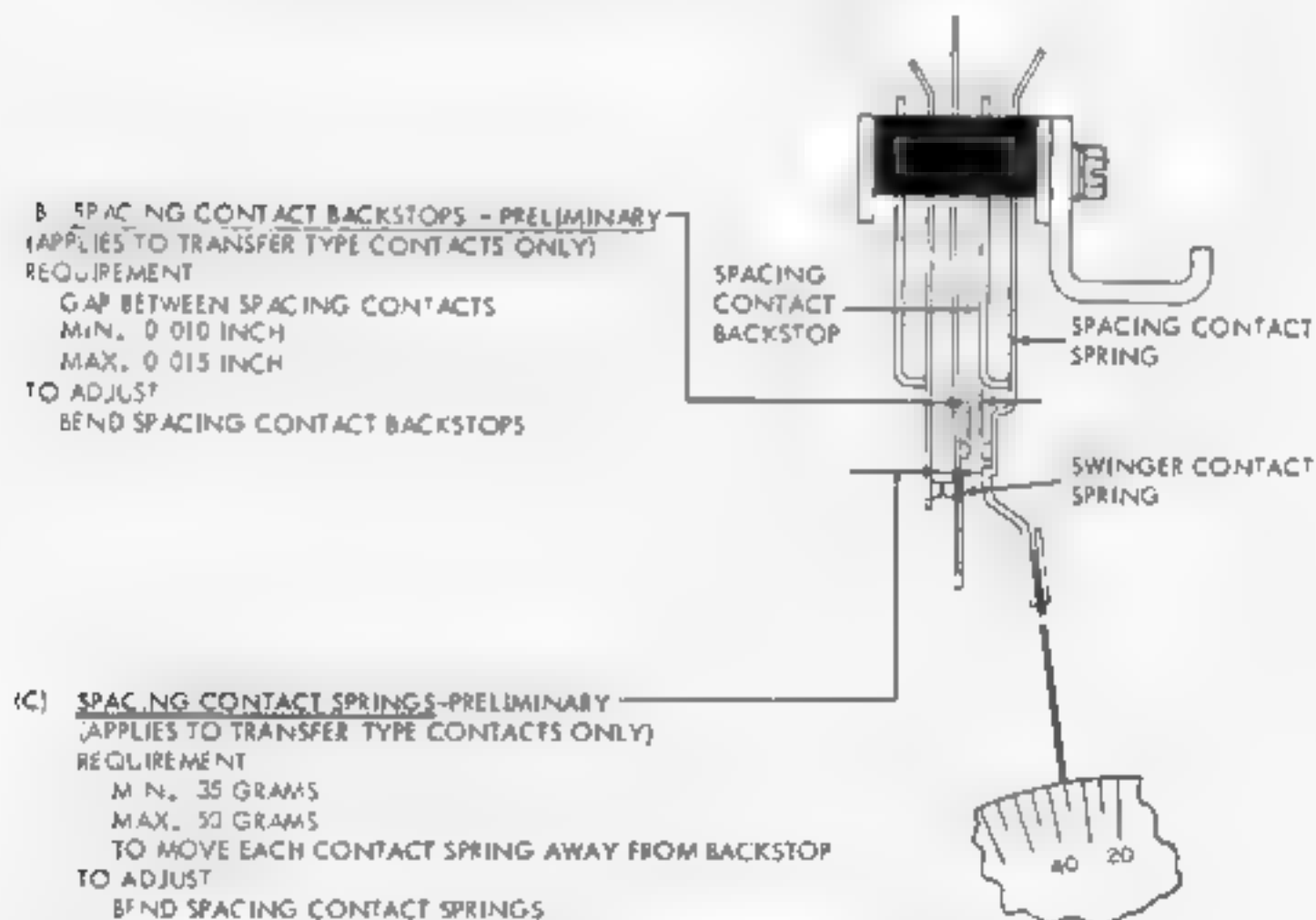


FIGURE 2-18. CODE READING CONTACTS



NOTE
 SPACING CONTACTS (ON TRANSFER TYPE CONTACT ASSEMBLIES ONLY)
 ARE NORMALLY OPEN WHEN CONTACT ASSEMBLY IS REMOVED FROM UNIT



NOTE
 TO INCREASE TENSION OF SPRING, IT MAY BE NECESSARY TO BEND BACKSTOP
 AWAY FROM SPRING, BEND SPRING, AND THEN RE-BEND BACKSTOP TO MEET
 REQUIREMENT OF SPACING CONTACT BACKSTOPS ADJUSTMENT ABOVE

FIGURE 2-19. CODE READING CONTACTS

NOTE

THE FOLLOWING CODE READING CONTACT ADJUSTMENTS SHOULD BE MADE WITH THE CONTACT ASSEMBLIES MOUNTED ON THE UNIT

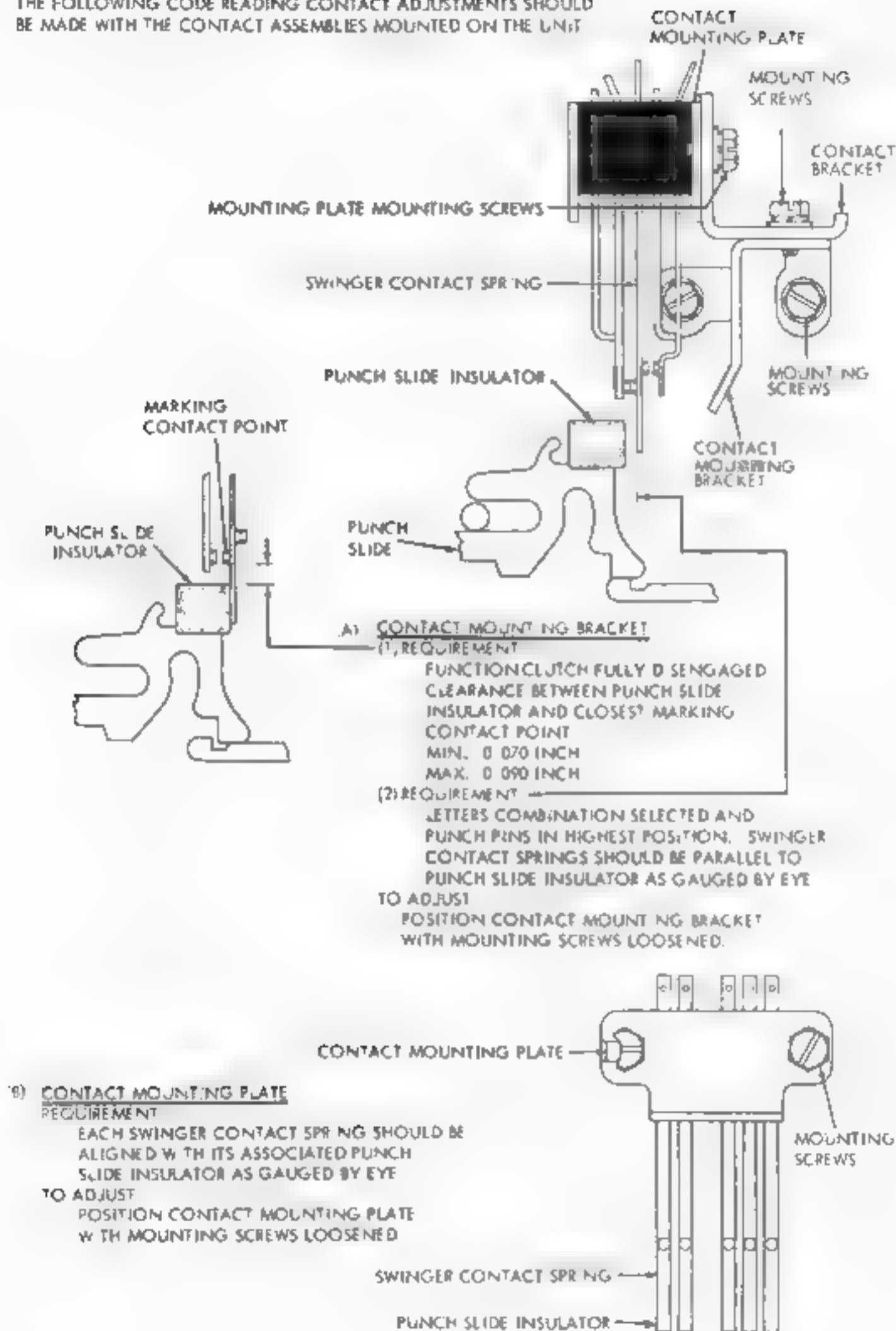
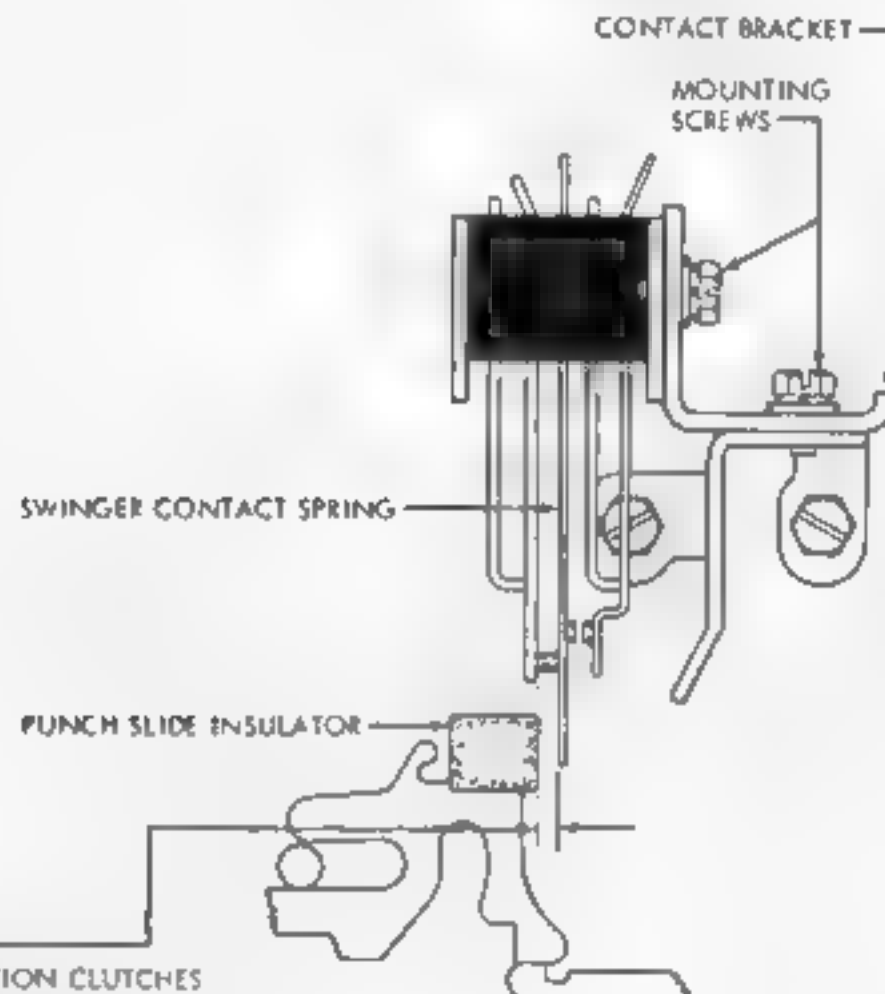
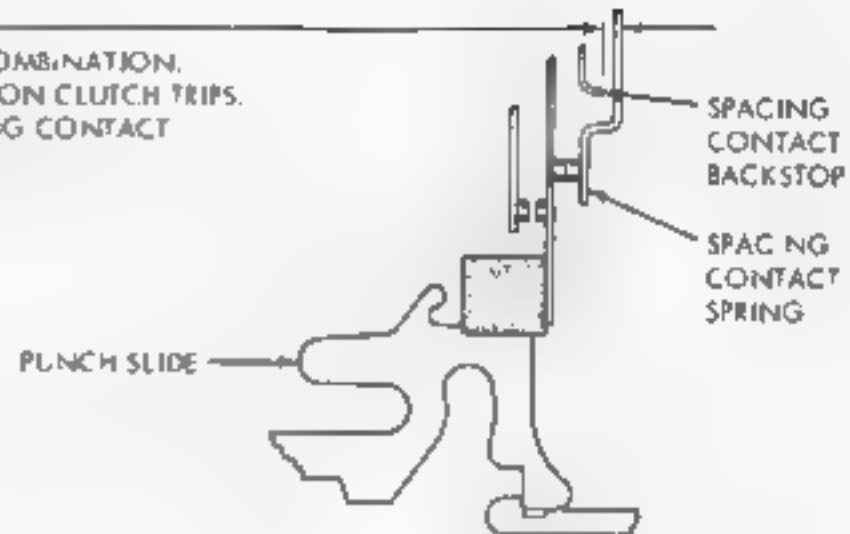


FIGURE 2-20. CODE READING CONTACTS

CONTACT BRACKET—PRELIMINARY (APPLIES TO TRANSFER TYPE CONTACTS ONLY)

1. REQUIREMENT

MANUALLY SELECT BLANK CODE COMBINATION. ROTATE MAIN SHAFT UNTIL FUNCTION CLUTCH TRIPS. SOME CLEARANCE BETWEEN SPACING CONTACT SPRING AND ITS BACKSTOP
MAX 0.008 INCH



(2) REQUIREMENT

WITH SELECTOR AND FUNCTION CLUTCHES DISENGAGED AND LATCHED, MANUALLY SELECT LETTERS CODE COMBINATION. ROTATE MAIN SHAFT UNTIL FUNCTION CLUTCH TRIPS. CLEARANCE BETWEEN PUNCH SLIDE INSULATOR AND SWINGER CONTACT SPRING
MIN. 0.028 INCH

TO ADJUST

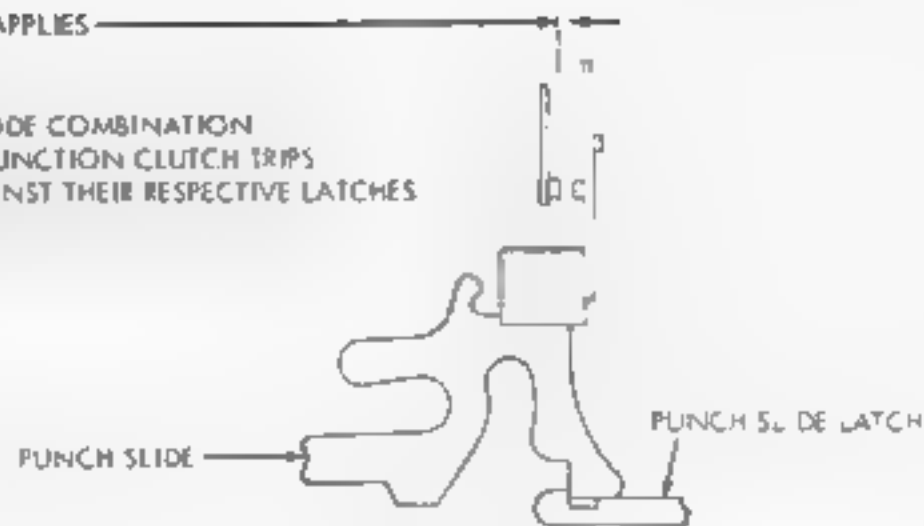
POSITION CONTACT BRACKET WITH ITS MOUNTING SCREWS LOOSENED TO MEET REQUIREMENT (1). TO PRY BRACKET TO LEFT, INSERT SCREWDRIVER BETWEEN BRACKET AND LEFT EDGE OF MOUNTING SCREWS; TO PRY BRACKET TO RIGHT, INSERT SCREWDRIVER BETWEEN BRACKET AND RIGHT EDGE OF MOUNTING SCREWS. CHECK REQUIREMENT (2). IF NOT MET, REFINES ADJUSTMENT

FIGURE 2-21. CODE READING CONTACTS

CONTACT BRACKET-PRELIMINARY (APPLIES TO MAKE TYPE CONTACTS ONLY)

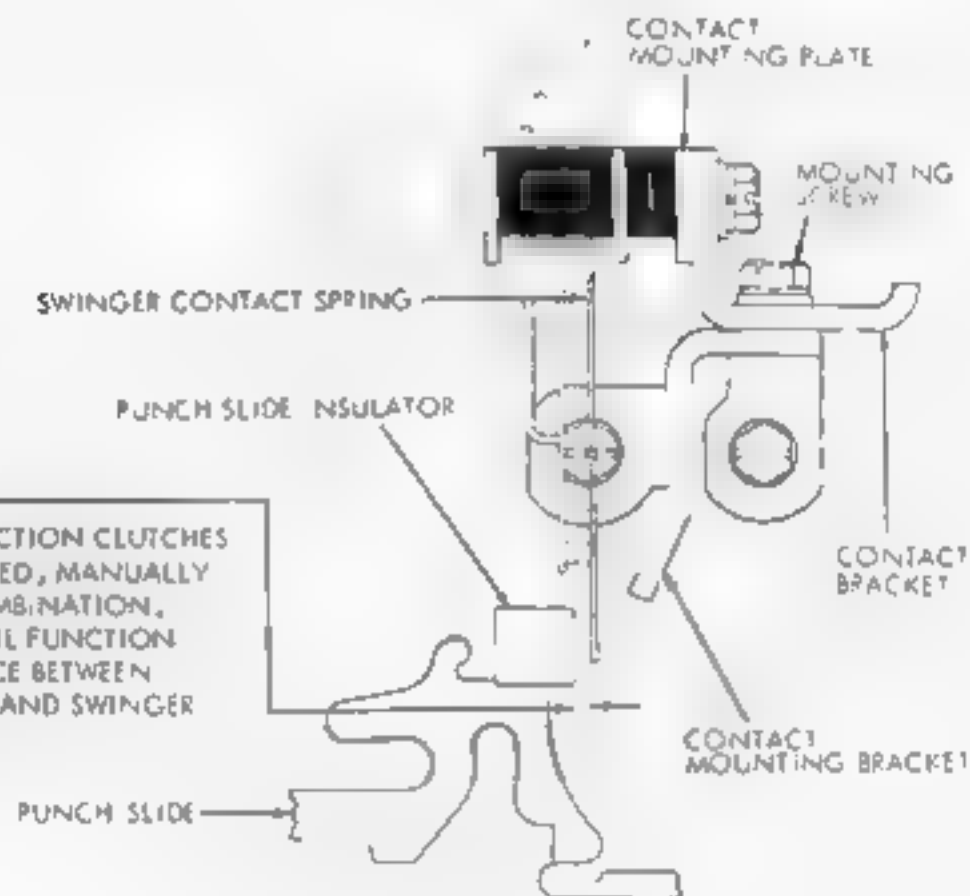
1) REQUIREMENT

MANUALLY SELECT BLANK CODE COMBINATION
 ROTATE MAIN SHAFT UNTIL FUNCTION CLUTCH TRIPS
 AND PUNCH SLIDES ARE AGAINST THEIR RESPECTIVE LATCHES
 GAP BETWEEN CONTACTS
 MIN. 0.010 INCH
 MAX. 0.015 INCH



2) REQUIREMENT

WITH SELECTOR AND FUNCTION CLUTCHES ENGAGED AND LATCHED, MANUALLY SELECT LETTERS CODE COMBINATION, ROTATE MAIN SHAFT UNTIL FUNCTION CLUTCH TRIPS. CLEARANCE BETWEEN PUNCH SLIDE INSULATOR AND SWINGER CONTACT SPRING.
 MIN. 0.028 INCH



TO ADJUST

POSITION CONTACT BRACKET WITH MOUNTING SCREWS
 FRICTION TIGHT TO PRY BRACKET TO LEFT,
 INSERT SCREW DRIVER BETWEEN BRACKET AND
 LEFT EDGE OF MOUNTING SCREW TO PRY BRACKET TO
 RIGHT, INSERT SCREW DRIVER BETWEEN BRACKET
 AND RIGHT EDGE OF MOUNTING SCREW

FIGURE 2-22. CODE READING CONTACT

NOTE

THERE ARE TWO TYPES OF TIMING CONTACT ASSEMBLIES, SINGLE AND DOUBLE. SINGLE CONTACT ASSEMBLIES HAVE A FRONT CONTACT ONLY, NO REAR CONTACT. IF UNIT IS EQUIPPED WITH A DOUBLE CONTACT ASSEMBLY, THE FOLLOWING ADJUSTMENTS APPLY TO BOTH FRONT AND REAR CONTACTS.

NOTE

IN CASE OF SINGLE-CONTACT ASSEMBLY, MAKE CERTAIN CONTACT BRACKET MOUNTING SCREWS ARE CENTRALLY LOCATED IN ELONGATED SLOTS, AND PROCEED TO NEXT ADJUSTMENT.

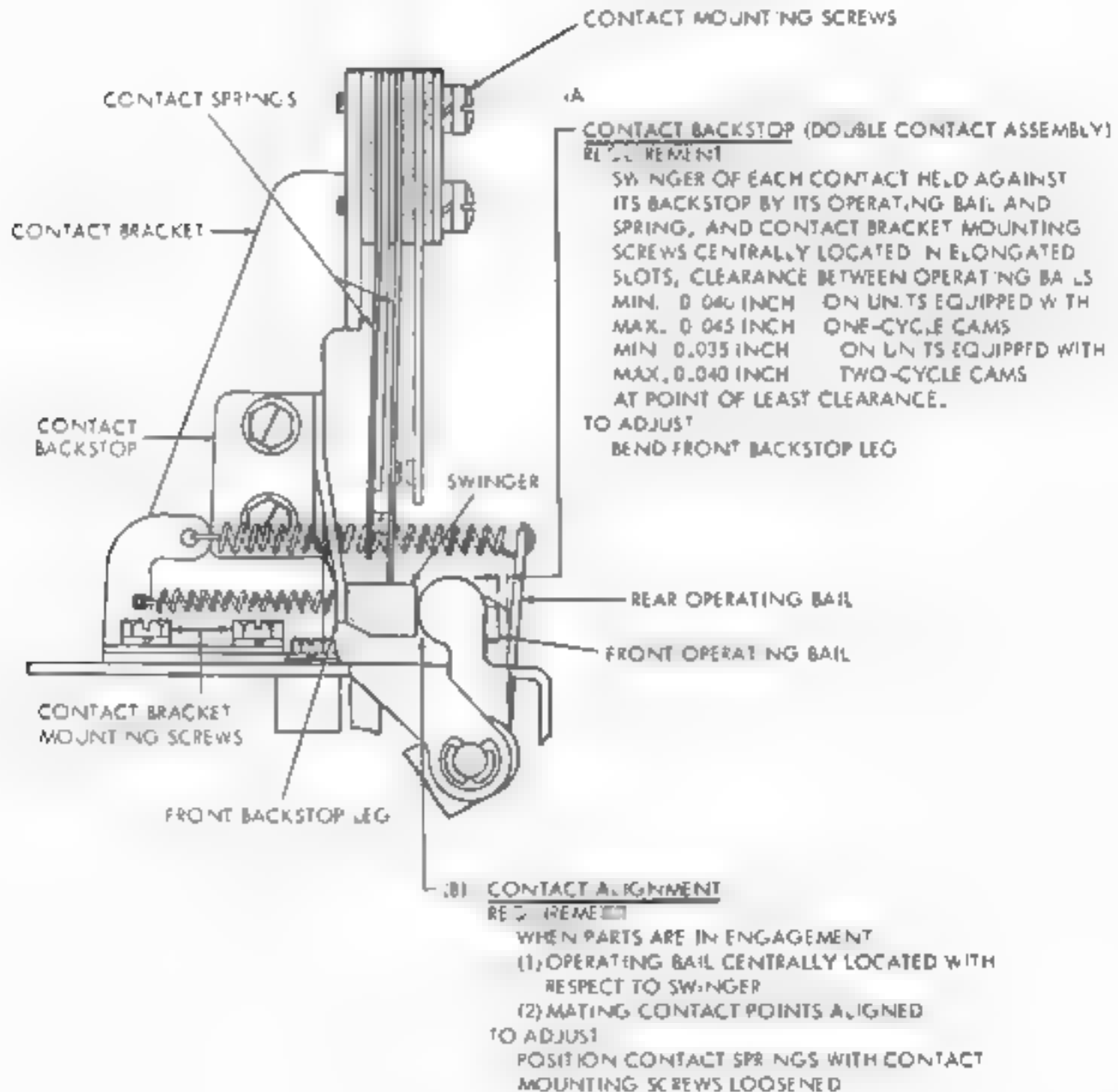


FIGURE 2-23. TIMING CONTACTS

NOTE

IT IS RECOMMENDED THAT THE FOLLOWING TIMING CONTACT ADJUSTMENTS BE MADE WITH CONTACT ASSEMBLIES REMOVED FROM THE UNIT.

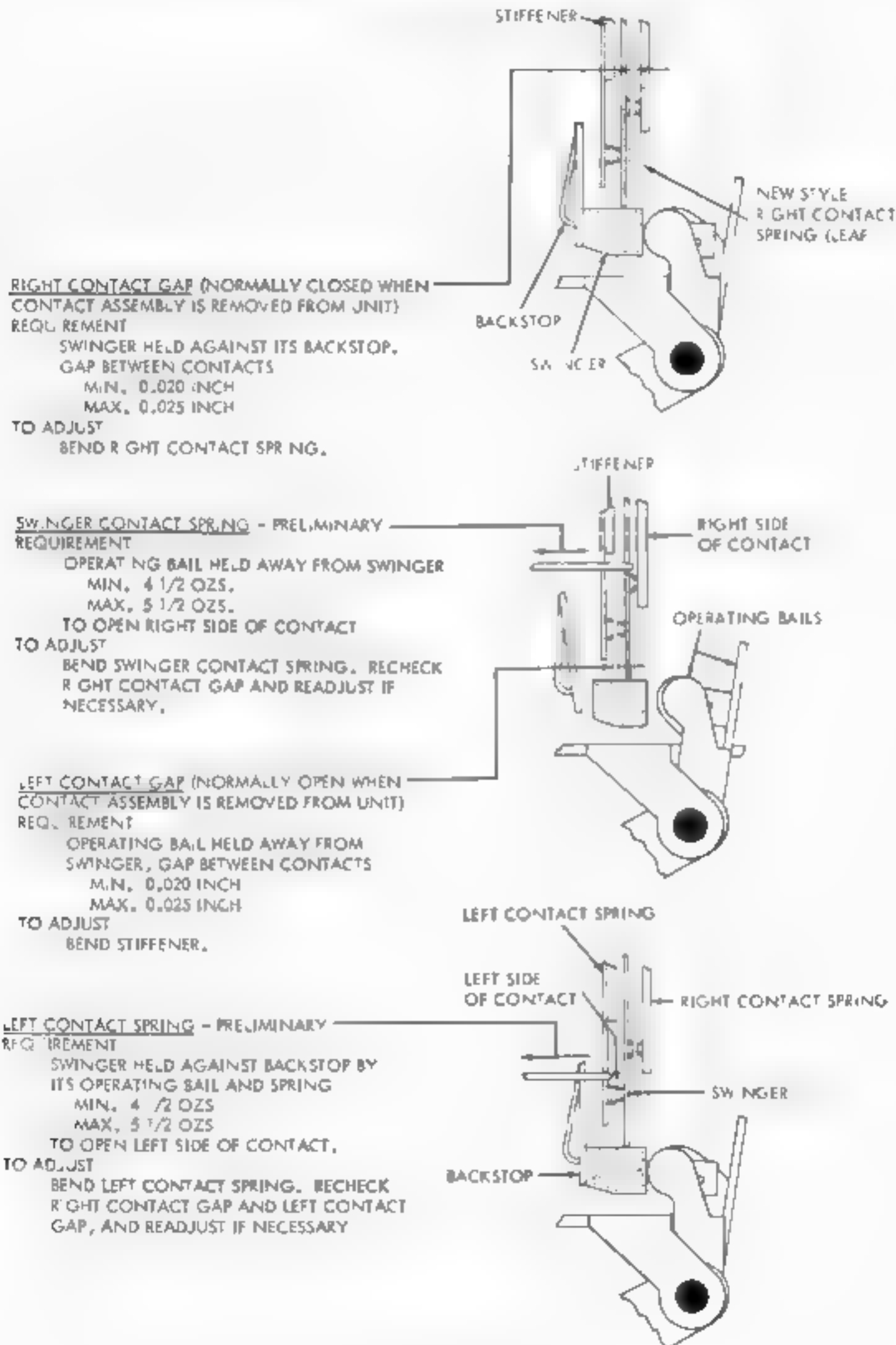
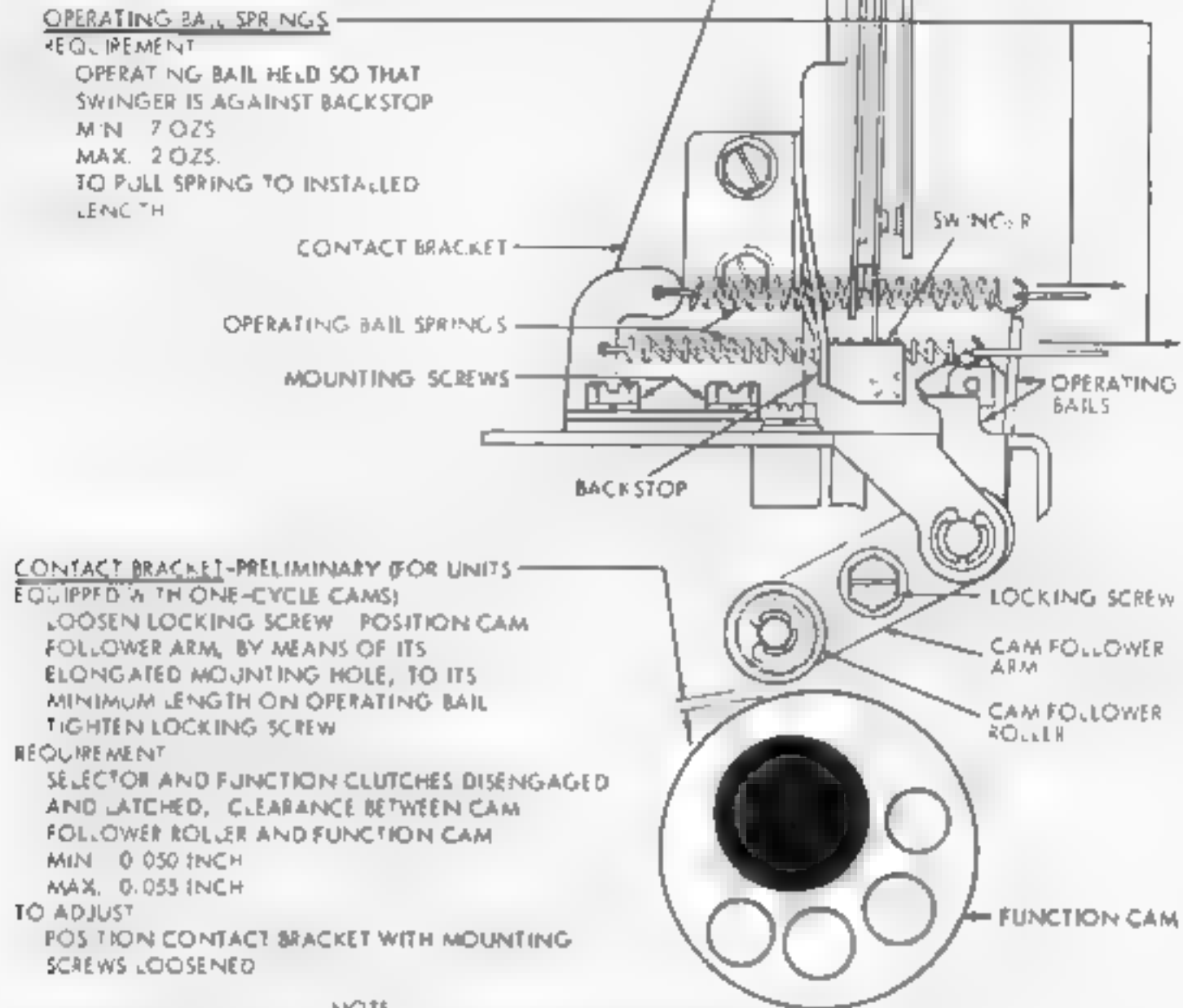


FIGURE 2-24. TIMING CONTACTS

NOTE

THE FOLLOWING TIMING CONTACT ADJUSTMENTS SHOULD BE MADE WITH CONTACT ASSEMBLY MOUNTED ON UNIT



NOTE

ON UNITS EQUIPPED WITH DOUBLE CONTACT ASSEMBLIES, RECHECK CONTACT BACKSTOP ADJUSTMENT. IF REQUIREMENT IS NOT MET, REF. CONTACT BRACKET ADJUSTMENT

CONTACT BRACKET-PRELIMINARY (FOR UNITS EQUIPPED WITH TWO-CYCLE CAMS)
 LOOSEN LOCKING SCREW, POSITION CAM FOLLOWER ARM, BY MEANS OF ITS ELONGATED MOUNTING HOLES, TO ITS MAXIMUM LENGTH ON OPERATING BAIL. TIGHTEN LOCKING SCREW.

REQUIREMENT
 SELECTOR AND FUNCTION CLUTCHES DISENGAGED AND LATCHED. CLEARANCE BETWEEN BAIL AND SWINGER INSULATOR OF PICK-UP HAVING LEAST CLEARANCE SHOULD BE 0.118 INCH MINUS CLEARANCE "X" BETWEEN BACKSTOP AND SWINGER INSULATOR.

TO ADJUST
 POSITION CONTACT BRACKET WITH ITS MOUNTING SCREWS LOOSENED.

NOTE

THE RANGE OF THIS ADJUSTMENT IS 0.005 INCH. FOR EXAMPLE, IF CLEARANCE "X" IS 0.080 INCH, THE NORMAL ADJUSTMENT IS 0.038 INCH AND THE RANGE OF ADJUSTMENT IS 0.035 INCH TO 0.040 INCH.

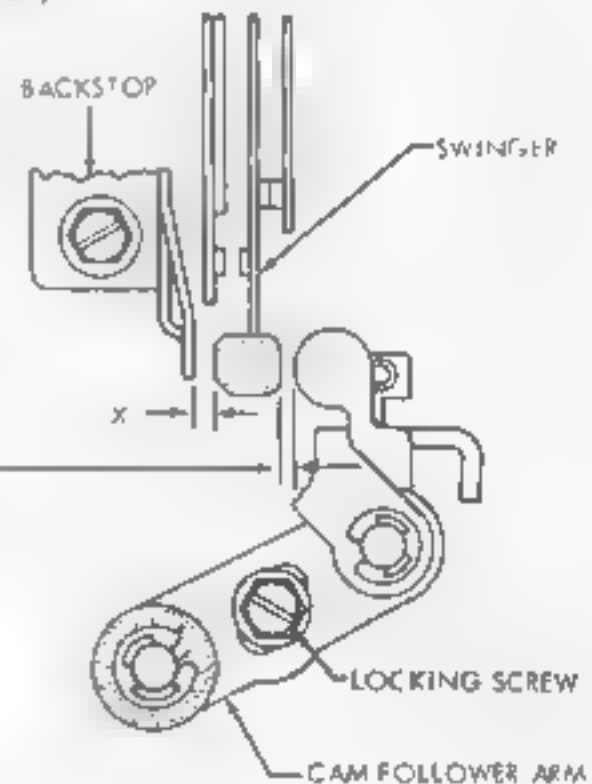
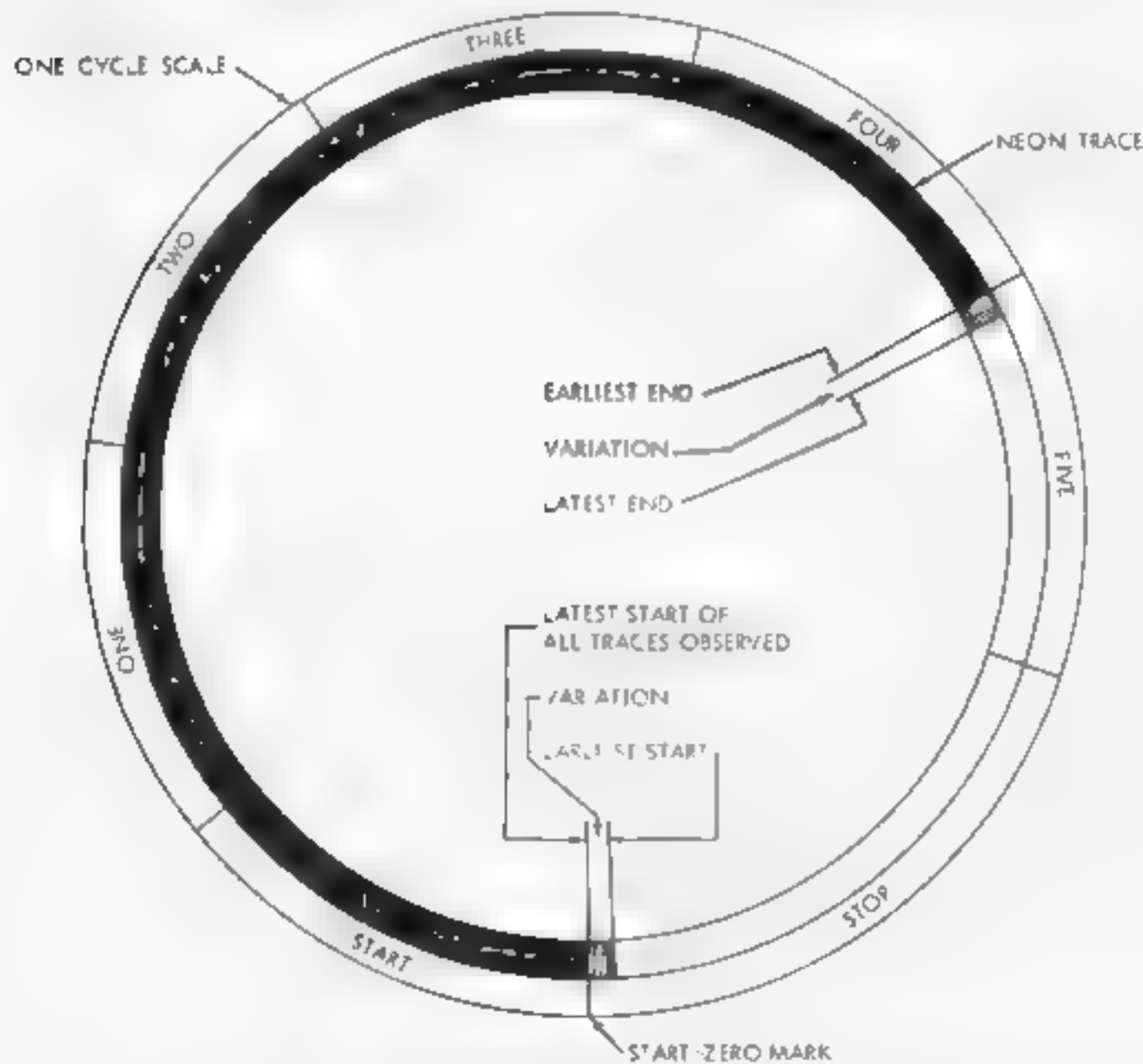


FIGURE 2-25. TIMING CONTACTS

THE FOLLOWING TESTS REQUIRE THE USE OF A TELETYPE SIGNAL DISTORTION TEST SET. THEY SHOULD BE MADE AFTER THE CONTACT ASSEMBLIES HAVE BEEN ADJUSTED AS INSTRUCTED ON THE PRECEDING PAGES. WHERE REQUIREMENTS ARE NOT MET, DESIGNATED ADJUSTMENTS MUST BE REF NED, AND, OR RELATED LENGTHS MAY HAVE TO BE CHANGED TO MEET TIMING REQUIREMENTS.

ALL TEST SHOULD BE MADE WITH THE CONTROL KNOB OF THE MODEL 28 ASR IN THE K-T POSITION AND WITH THE UNIT AND TEST SET OPERATING AT 600 O.P.M.

OBSERVATIONS ARE TO BE MADE OF A NEON TRACE ON THE GRADUATED DISK OF A TEST SET. TRACE WILL HAVE TENDENCY TO "JUMP", THAT IS, IT WILL NOT BE STEADY ENOUGH TO BE ACCURATELY MEASURED. VARIATION MAY BE AS HIGH AS TEN DIVISIONS ON SCALE. MINIMUM SIGNAL LENGTH IS MEASURED BETWEEN LATEST START AND EARLIEST END OF ALL TRACES. MAXIMUM SIGNAL LENGTH IS MEASURED BETWEEN EARLIEST START AND LATEST END OF ALL TRACES.

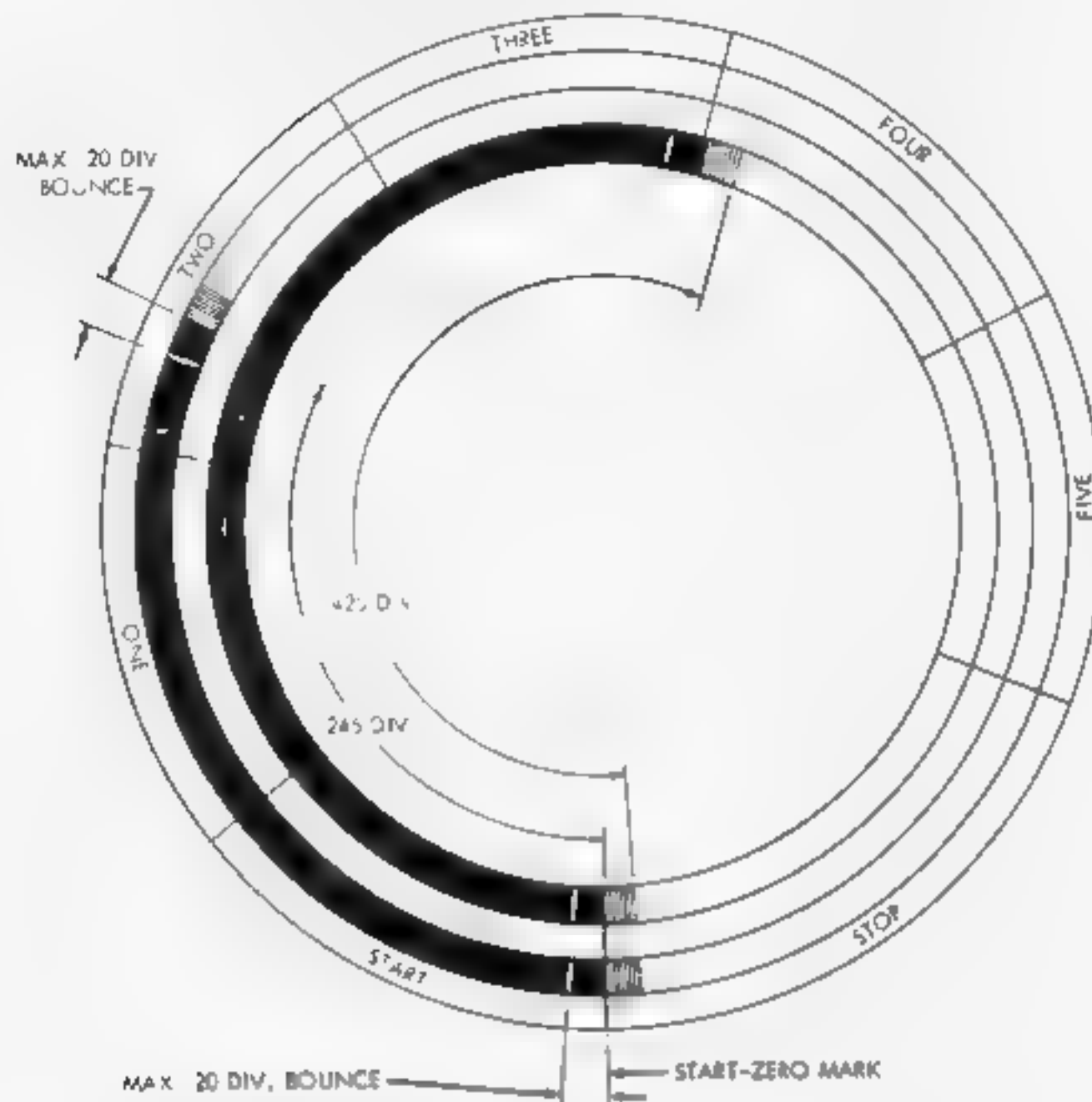


TO ZERO TEST SET

CONNECT NEON TRACE TO NO. 1 CODE READING CONTACT (REARMOST). WITH UNIT RECEIVING LETTERS CODE COMBINATIONS, OBSERVE AND NOTE POINT AT WHICH TRACE ENDS. TRACES WILL JUMP AS DESCRIBED ABOVE. NOTE EARLIEST END OF TRACES. REPEAT FOR REMAINING CONTACTS. OF ALL TRACES OBSERVED, CHOOSE ONE THAT STARTS THE LATEST. SET "START-ZERO" MARK OF SCALE AT LATEST START OF CHOSEN TRACE. RECORD EARLIEST END OF CHOSEN TRACE FOR FUTURE ADJUSTMENT REFERENCES.

FIGURE 2-26 TELETYPE SIGNAL DISTORTION TEST SET

NOTE
TEST PROCEDURES ON THIS PAGE APPLY TO A UNIT WITH 2-CYCLE CLUTCH

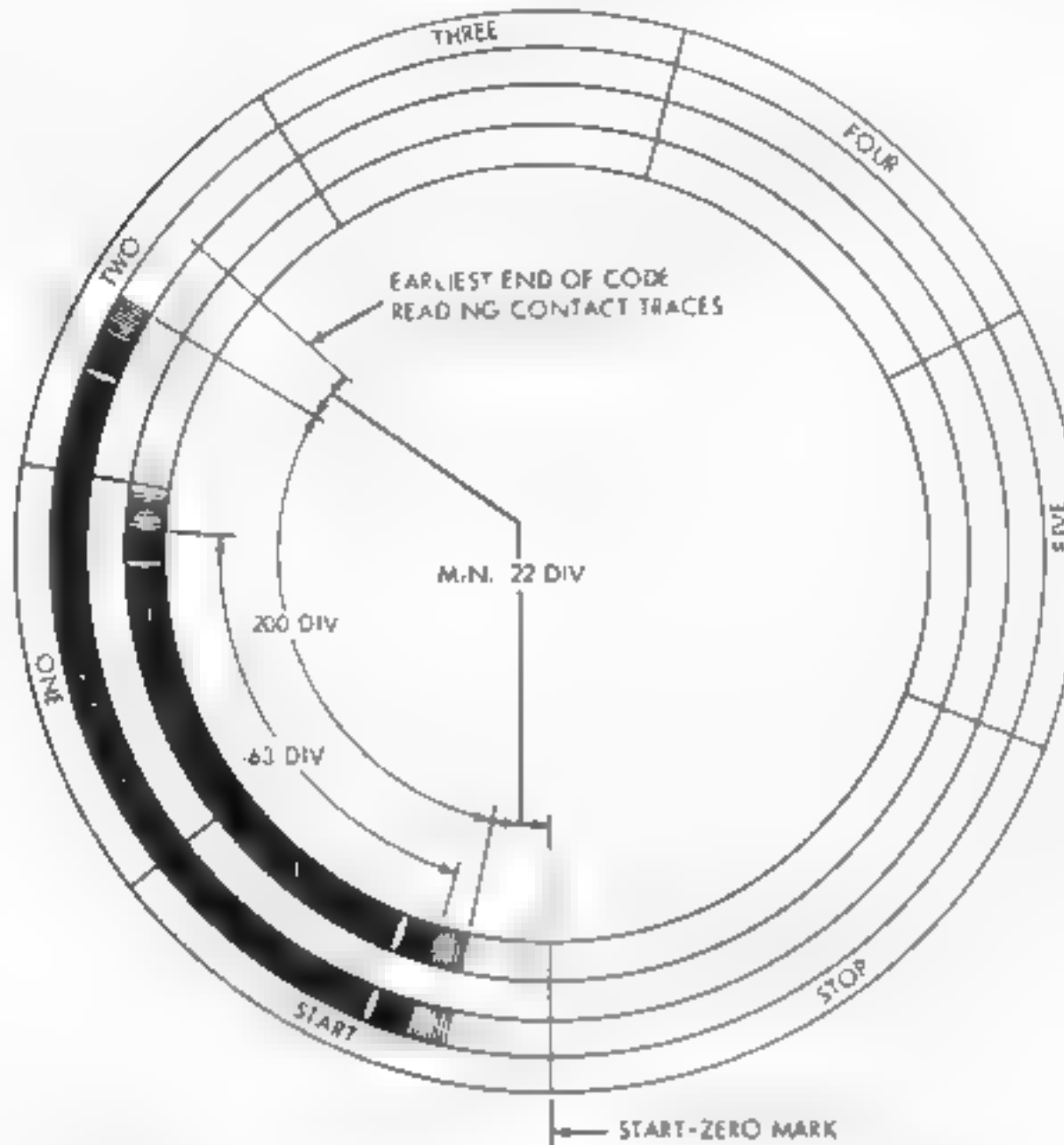


CODE READING CONTACTS

- (1) ZERO TEST SET AS PREVIOUSLY INSTRUCTED
- (2) CONNECT NEON TRACE TO MARKING SIDE OF CODE READING CONTACT (NORMALLY OPEN WHEN UNIT IS IN IDLE CONDITION). WITH UNIT RECEIVING LETTERS CODE COMBINATIONS, OBSERVE TRACE REQUIREMENTS
 - A. SIGNAL LENGTH
 - MIN. 245 DIVISIONS
 - MAX. 425 DIVISIONS
 - B. BOUNCE SHOULD END WITHIN MAX. OF 20 DIVISIONS OF EARLIEST START AND EARLIEST END OF TRACE
- (3) TO ADJUST
 - A. IF REQUIREMENTS UNDER 2 A ARE NOT MET, REFINE CONTACT BRACKET ADJUSTMENT IF NECESSARY. REFINE CONTACT GAP TO MEET STROBE REQUIREMENTS. RECHECK CONTACT SPRING TENSIONS
 - B. IF BOUNCE REQUIREMENTS UNDER (2) B, ARE NOT MET, REFINE MARKING CONTACT SPRING AND SWINGER CONTROL SPRING TENSIONS
 - C. IF ADJUSTMENTS ARE NECESSARY, REPEAT COMPLETE TEST PROCEDURE

FIGURE 2-27. SIGNAL DISTORTION TEST SET

NOTE
TEST PROCEDURES ON THIS PAGE APPLY TO A UNIT WITH 2-CYCLE CLUTCH



TIMING CONTACTS

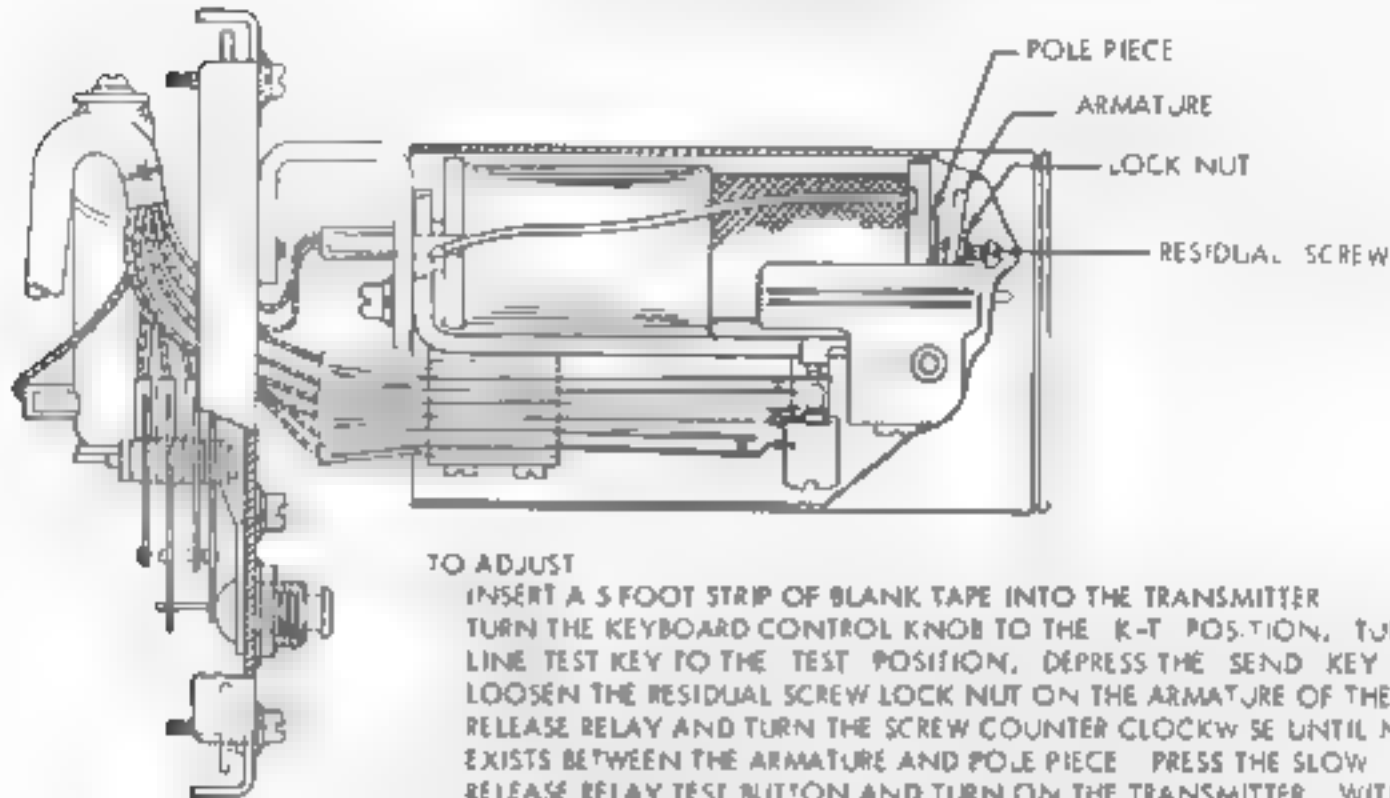
- (1) ZERO TEST SET AS PREVIOUSLY DESCRIBED.
- (2) CONNECT NEON TRACE TO RIGHT SIDE OF FRONT CONTACT (NORMALLY OPEN WHEN UNIT IS IN IDLE CONDITION) WITH UNIT RECEIVING LETTERS CODE COMBINATIONS FROM KEYBOARD TRANSMISSION, OBSERVE TRACE REQUIREMENTS
 - A. EARLIEST START M.N. 22 DIVISIONS AFTER START-ZERO MARK
 - B. LATEST END MIN. 22 DIVISIONS BEFORE EARLIEST END OF CODE READING CONTACT TRACES
 - C. TRACE LENGTH
 - MIN. 163 DIVISIONS
 - MAX. 200 DIVISIONS
 - D. BOUNCE SHOULD END WITHIN MAX. OF 5 DIVISIONS OF EARLIEST START OR LATEST END OF TRACE
- (3) TO ADJUST
 - A. IF REQUIREMENTS UNDER (2) A, B, AND C, ARE NOT MET, REFINE RIGHT CONTACT GAP, LEFT CONTACT GAP, SWINGER CONTACT SPRING, AND LEFT CONTACT SPRING
 - B. IF BOUNCE REQUIREMENTS UNDER (2) D, ARE NOT MET, REFINE SWINGER CONTACT SPRING AND LEFT CONTACT SPRING
 - C. IF ANY REFINEMENTS ARE NECESSARY, REPEAT COMPLETE TEST PROCEDURE

FIGURE 2-28. SIGNAL DISTORTION TEST SET

8. ELECTRICAL SERVICE UNIT

SLOW RELEASE RELAYREQUIREMENT

THE RELAY SHOULD NOT DE-ENERGIZE WHILE RECEIVING A SERIES OF BLANK CODE COMBINATIONS. THE TIME REQUIRED TO STOP AN ASSOCIATED TRANSMITTER AFTER RECEIPT OF LINE BREAK SIGNAL SHALL NOT EXCEED
MAX. 800 MILLISECONDS

TO ADJUST

INSERT A 5 FOOT STRIP OF BLANK TAPE INTO THE TRANSMITTER. TURN THE KEYBOARD CONTROL KNOB TO THE K-T POSITION. TURN THE LINE TEST KEY TO THE TEST POSITION. DEPRESS THE SEND KEY. LOOSEN THE RESIDUAL SCREW LOCK NUT ON THE ARMATURE OF THE SLOW RELEASE RELAY AND TURN THE SCREW COUNTER CLOCKWISE UNTIL NO GAP EXISTS BETWEEN THE ARMATURE AND POLE PIECE. PRESS THE SLOW RELEASE RELAY TEST BUTTON AND TURN ON THE TRANSMITTER. WITH THE TAPE RUNNING THROUGH THE TRANSMITTER TURN THE RESIDUAL SCREWS CLOCKWISE UNTIL THE SLOW RELEASE RELAY ARMATURE BEGINS TO VIBRATE. THEN TURN THE RESIDUAL SCREW COUNTER CLOCKWISE SLOWLY UNTIL THE ARMATURE STOPS VIBRATING. TIGHTEN THE LOCK NUT. RERUN THE ENTIRE 5 FOOT STRIP OF TAPE THROUGH THE TRANSMITTER, WHILE THE SLOW RELEASE RELAY TEST KEY IS HELD DEPRESSED. THE SLOW RELEASE RELAY ARMATURE MUST NOT DROP OUT.

INSERT A 5 FOOT STRIP OF LETTERS TAPE INTO THE TRANSMITTER. PLAINLY MARK A ROW OF PERFORATIONS APPROXIMATELY THREE INCHES BACK FROM THE SENSING PINS ON THE TRANSMITTER. HOLD THE SLOW RELEASE RELAY TEST BUTTON DEPRESSED, AND START THE TRANSMITTER. WHEN THE PREVIOUSLY MARKED ROW OF PERFORATIONS REACH THE SENSING PINS, DEPRESS THE LINE-BREAK KEY AND HOLD DEPRESSED UNTIL THE TRANSMITTER STOPS. MARK THE ROW OF PERFORATIONS IMMEDIATELY OVER THE SENSING PINS, REMOVE THE TAPE FROM THE TRANSMITTER AND COUNT THE NUMBER OF PERFORATIONS BETWEEN THE TWO MARKED LINES. THE NUMBER OF PERFORATIONS BETWEEN THESE LINES SHOULD BE NO GREATER THAN,

1. EIGHT FOR 100 WPM OPERATION
2. SIX FOR 75 WPM OPERATION
3. FIVE FOR 60 WPM OPERATION.

SHOULD THE NUMBER OF PERFORATIONS BE GREATER THAN THAT SPECIFIED ABOVE, TURN THE RESIDUAL SCREW CLOCKWISE APPROXIMATELY 1/8 TURN AND REPEAT THE ABOVE TEST.

FIGURE 2-29. SIGNAL DISTORTION TEST SET

9. REPEAT-ON-SPACE

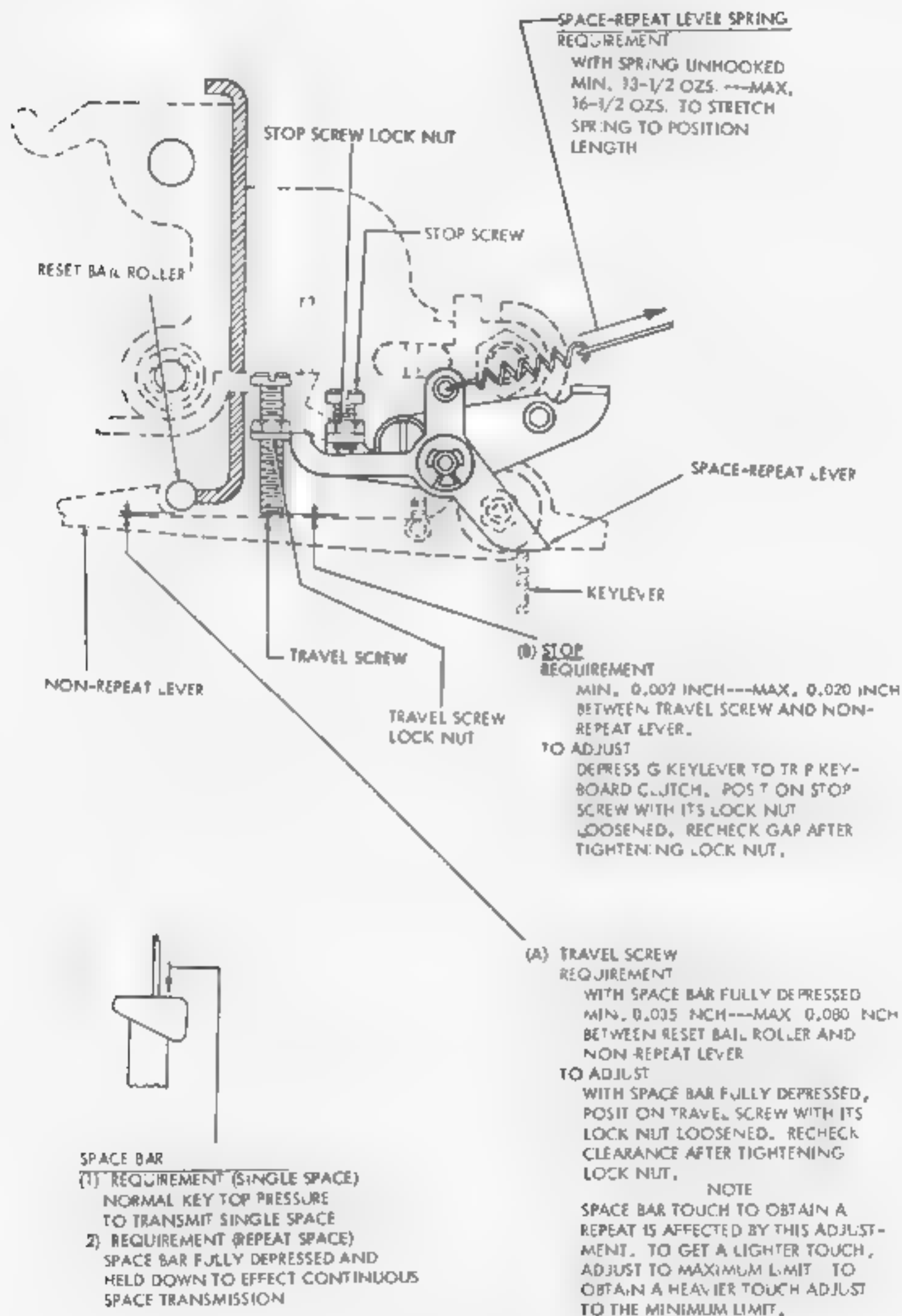


FIGURE 2-30. REPEAT-ON-SPACE MECHANISM

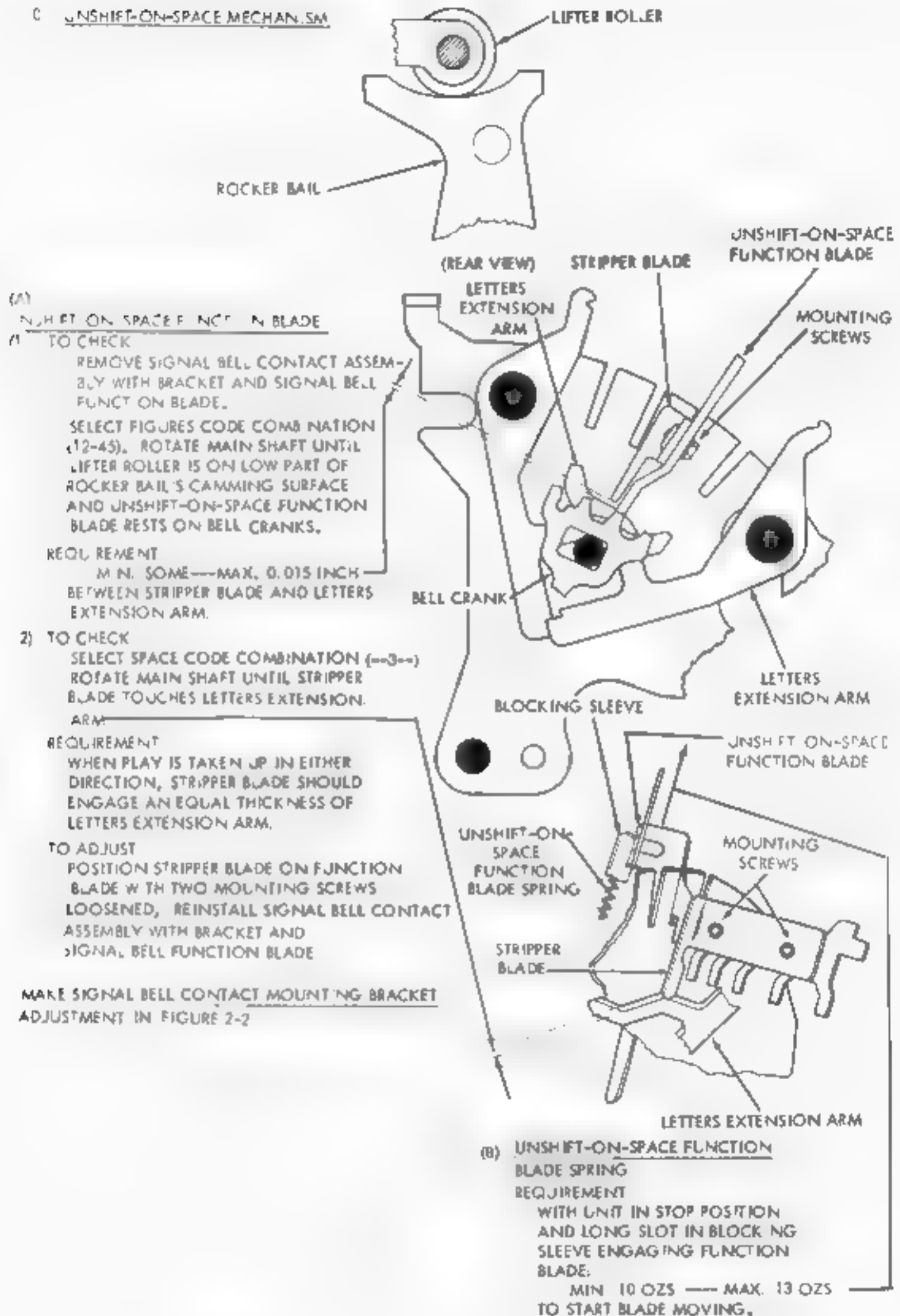


FIGURE 2-31. UNSHIFT-ON-SPACE MECHANISM

TIME DELAY MECHANISM

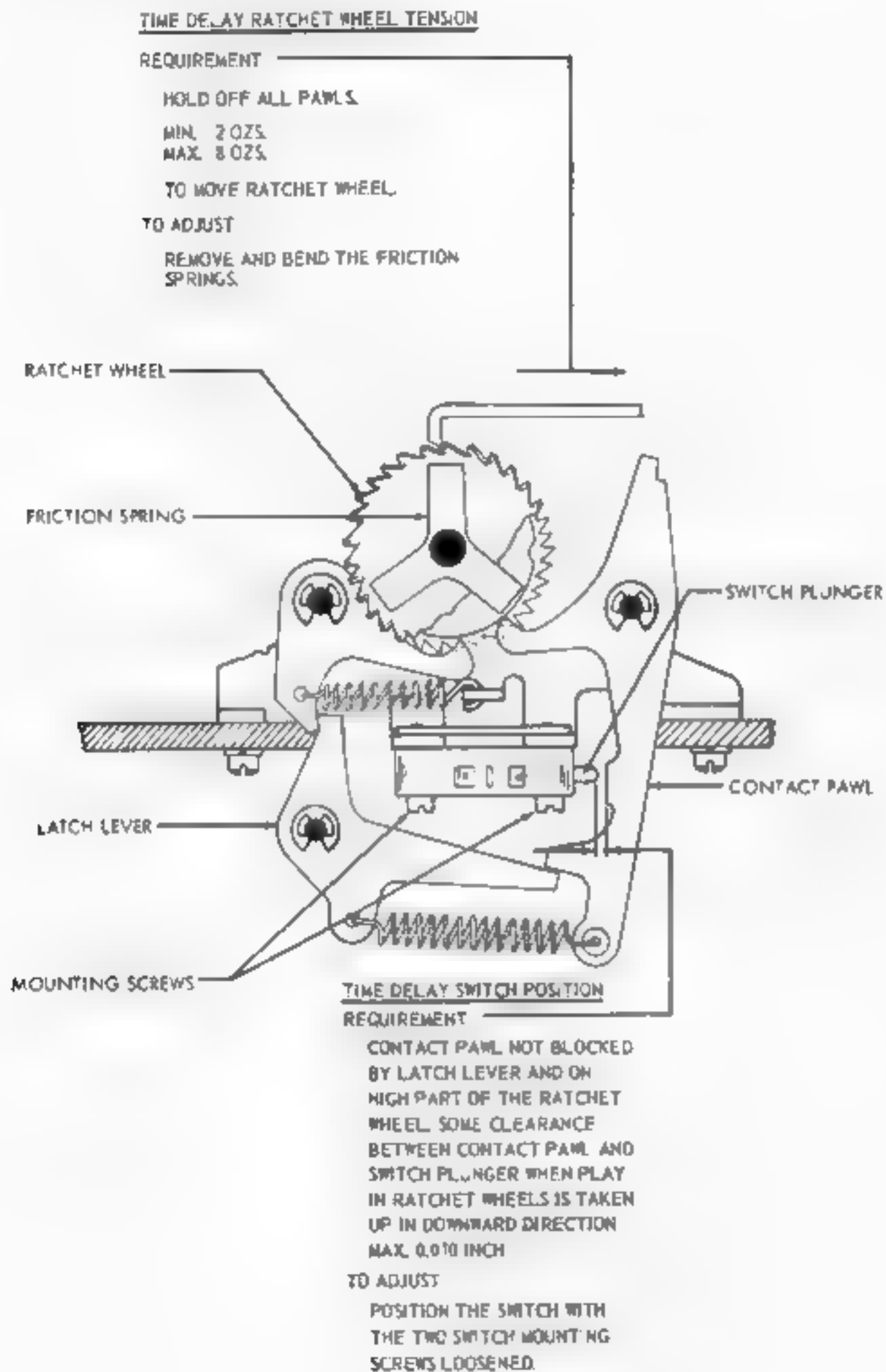


FIGURE 2-32. KEYBOARD OR BASE, TIME DELAY MECHANISM

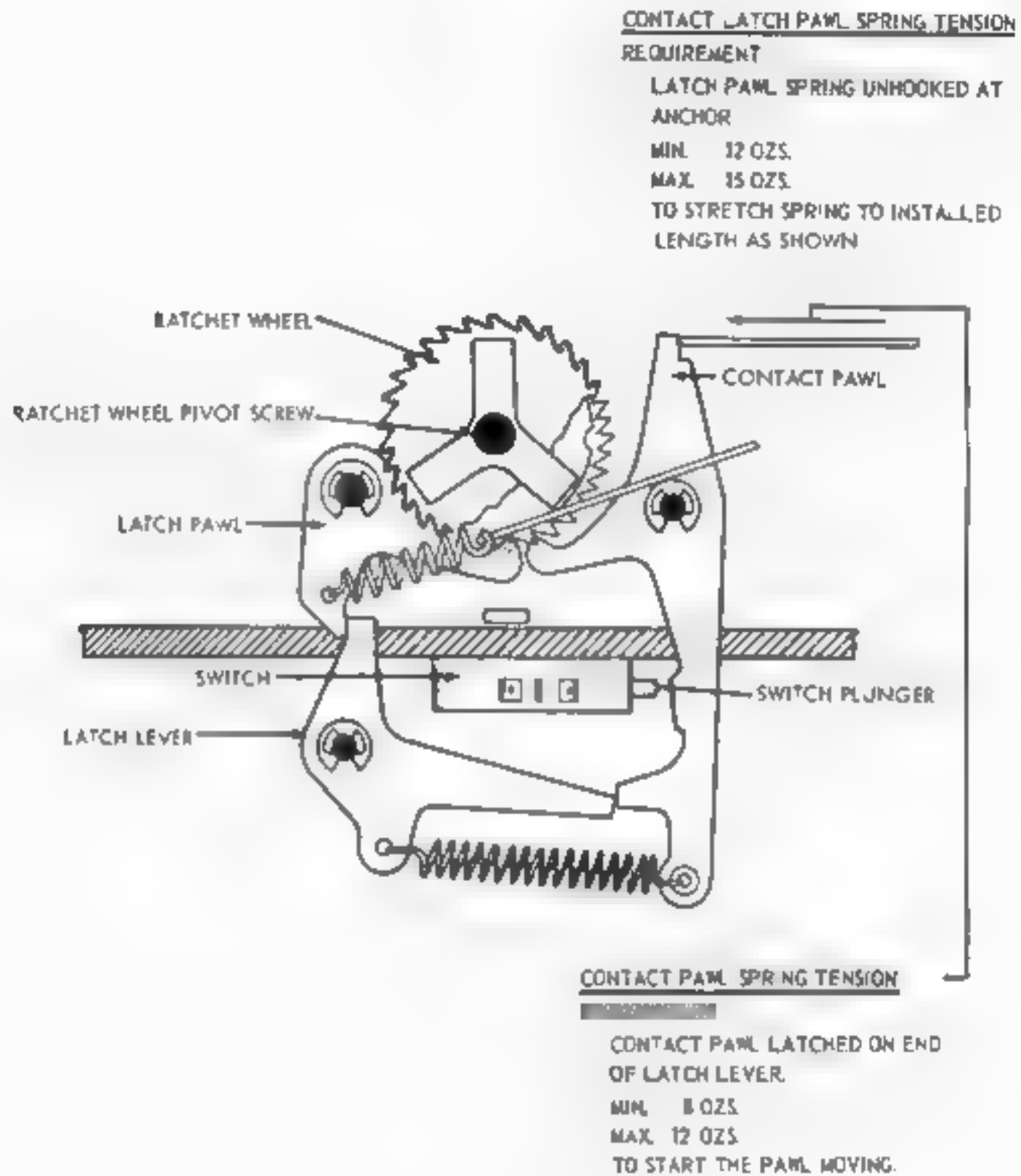


FIGURE 2-33 KEYBOARD OR BASE, TIME DELAY MECHANISM, LEFT SIDE VIEW

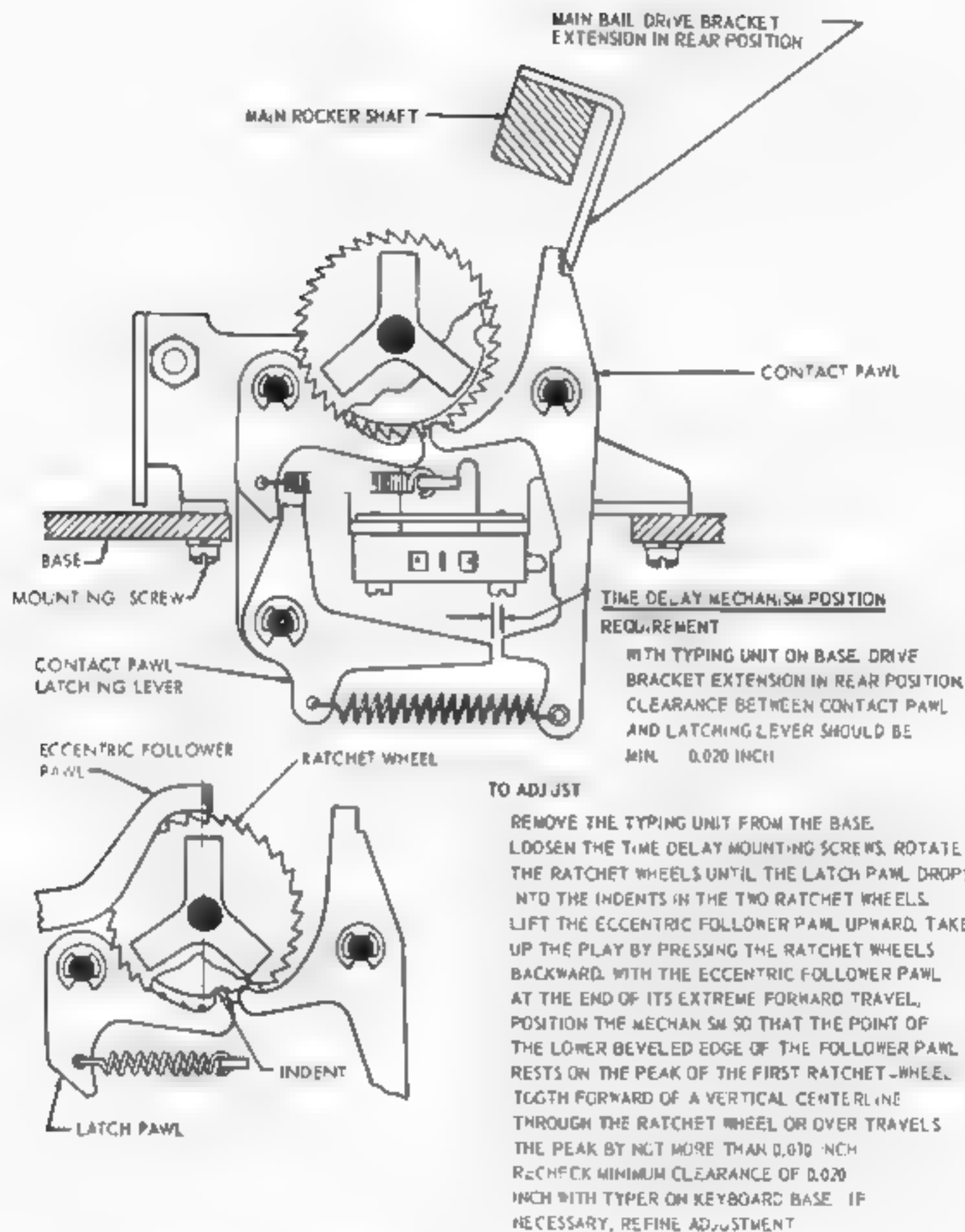


FIGURE 2-34. KEYBOARD OR BASE, TIME DELAY MECHANISM, LEFT SIDE VIEW

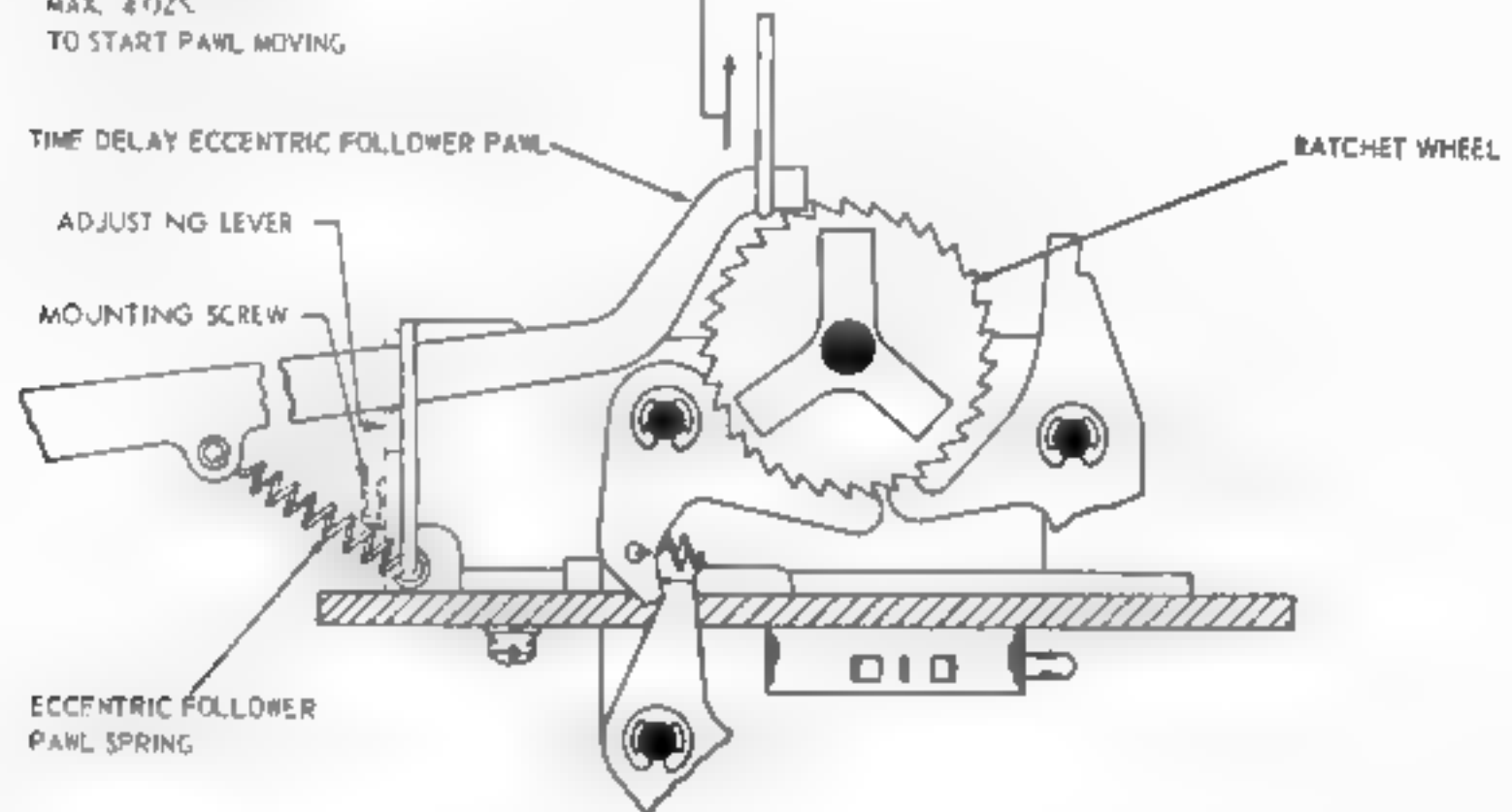
ECCENTRIC FOLLOWER PAWL SPRINGREQUIREMENT

ECCENTRIC FOLLOWER PAWL IN EXTREME FORWARD POSIT ON 8 OZ. SCALE APPLIED TO PAWL NEAR RATCHET WHEEL AND PULLED UPWARD

MIN 1.1 2 OZS.

MAX. 4 OZS.

TO START PAWL MOVING

TIME DELAY DISABLING DEVICEREQUIREMENT

DISABLE THE TIME DELAY MECHANISM WHEN NOT REQUIRED.

TO ADJUST

LOOSEN THE ADJUSTING LEVER MOUNTING SCREW AND PRESS DOWNWARD ON THE LEVER TO RAISE ECCENTRIC FOLLOWER OUT OF ENGAGEMENT WITH ITS RATCHET WHEEL.

FIGURE 2-35. KEYBOARD ON BASE, TIME DELAY DISABLING DEVICE

2. SYNCHRONOUS PULSE

MOUNTING BRACKET (A)

TO CHECK

WITH MAGNET NOT ATTRACTED AND CLUTCH TRIP BAR IN FURTHEST LEFT POSITION.

REQUIREMENT

MIN. 0.005 INCH --- MAX. 0.015 INCH
BETWEEN CLUTCH TRIP BAR AND ARMATURE
LEVER

TO ADJUST

POSITION MOUNTING BRACKET WITH THREE
MOUNTING SCREWS LOOSE BY MEANS OF
PRY POINT

NOTE

TIGHTEN REAR LEFT MOUNTING SCREW AND
MAKE MOUNTING BRACKET ADJUSTMENT (B).

REAR LEFT MOUNTING SCREW

PRY POINT

MAGNET ARMATURE

TO CHECK

CLUTCH TRIP BAR IN EXTREME LEFT POSITION
HOOK 32 OZ. SCALE TO ARMATURE LEVER AS
SHOWN. MEASURE AT RIGHT ANGLE TO ARM-
ATURE LEVER AS INDICATED

REQUIREMENT

MIN. 3 OZS. --- MAX. 5 OZS.
TO PULL ARMATURE LEVER FROM CLUTCH TRIP BAR.

ARMATURE HINGE

REQUIREMENT

WITH ARMATURE IN ATTRACTED POSITION ARM-
ATURE FLUSH WITH POLE FACE AND MAGNET
BRACKET EXTENSION.

TO ADJUST

POSITION ARMATURE WITH HINGE BRACKET
MOUNTING SCREW AND SPRING POST LOOSE.

MOUNTING BRACKET (B)

TO CHECK

WITH ARMATURE LEVER HELD AGAINST MAG-
NET POLE FACE AND CLUTCH TRIP BAR IN
FURTHEST RIGHT POSITION.

REQUIREMENT

MIN. 0.005 INCH --- MAX. 0.015 INCH
BETWEEN CLUTCH TRIP BAR AND ARMATURE
LEVER

TO ADJUST

WITH RIGHT REAR AND LEFT FRONT MOUNT-
ING BRACKET SCREWS LOOSE POSITION
MOUNTING BRACKET BY MEANS OF PRY POINT.

MOUNTING SCREWS

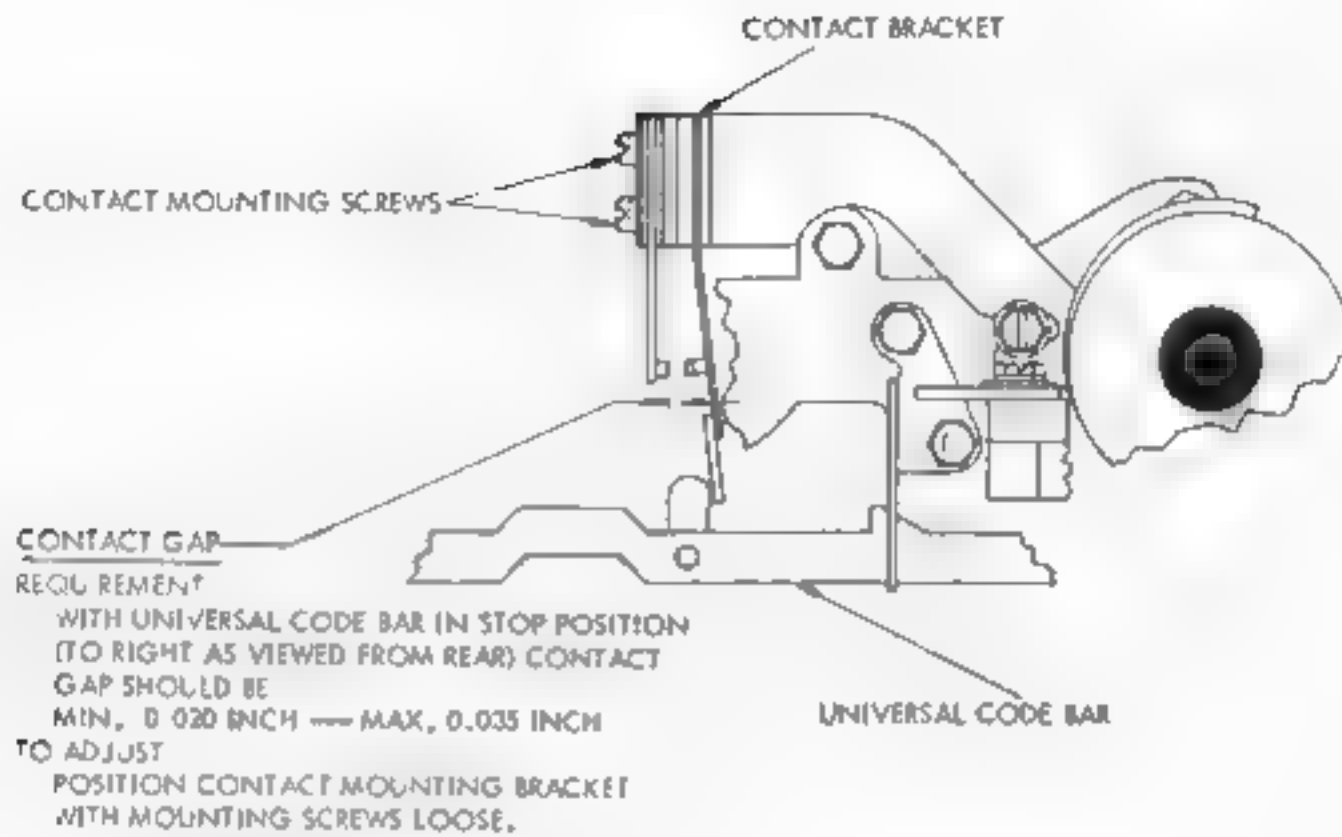
PRY POINT

CLUTCH TRIP BAR

ARMATURE LEVER

SPRING POST

FIGURE 2-36. KEYBOARD, SYNCHRONOUS PULSE MAGNET MECHANISM



UNIVERSAL CODE BAR CONTACT
REQUIREMENT
WITH UNIVERSAL CODE BAR IN OPERATED
POSITION (TO THE LEFT AS VIEWED FROM REAR)
MIN. 3-1/2 OZS. — MAX. 4-1/2 OZS.
TO OPEN CONTACTS
TO ADJUST
BEND CONTACT SWINGER

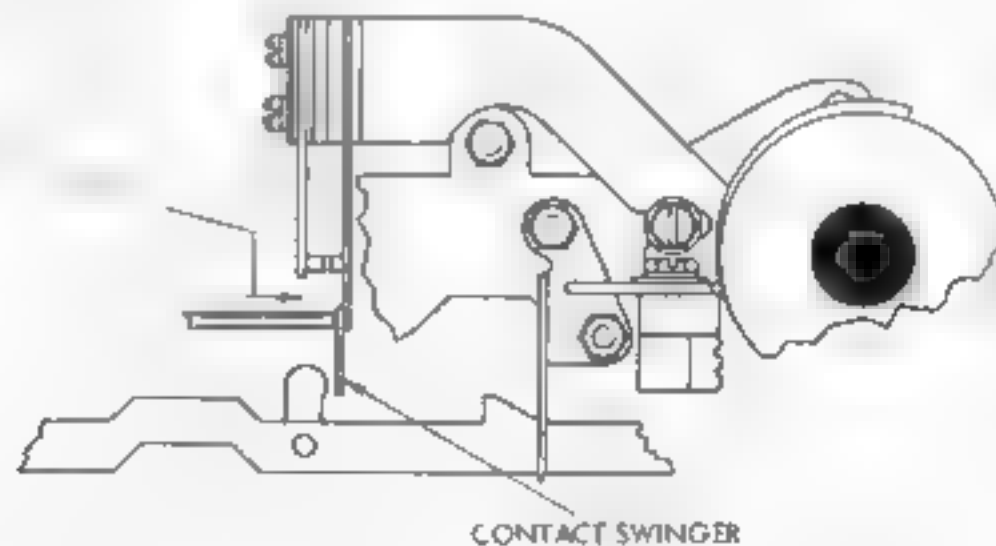
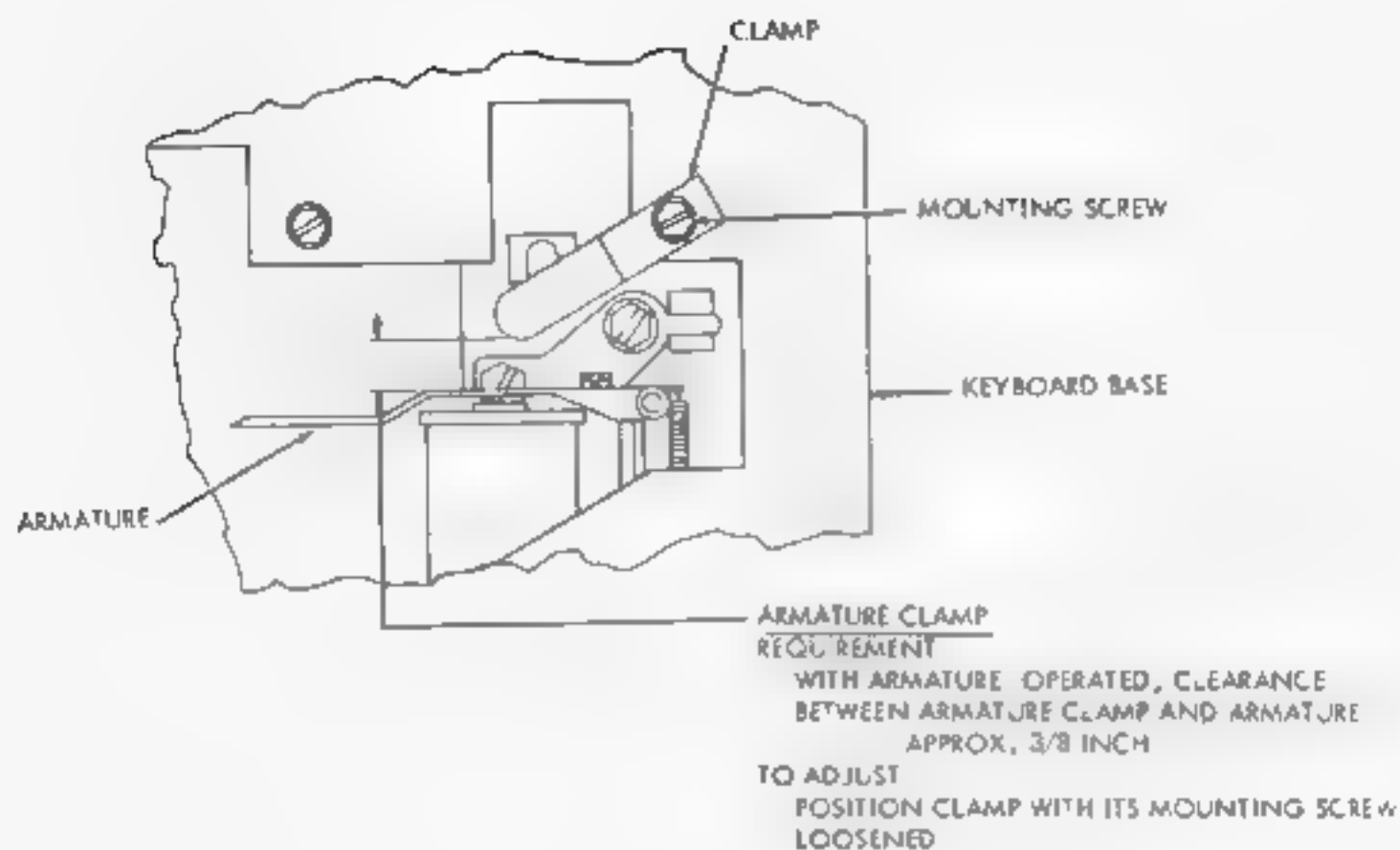


FIGURE 2-37. KEYBOARD, SYNCHRONOUS PULSE CONDITIONING CONTACT



3. LOW PAPER AND PAPER-OUT MECHANISM

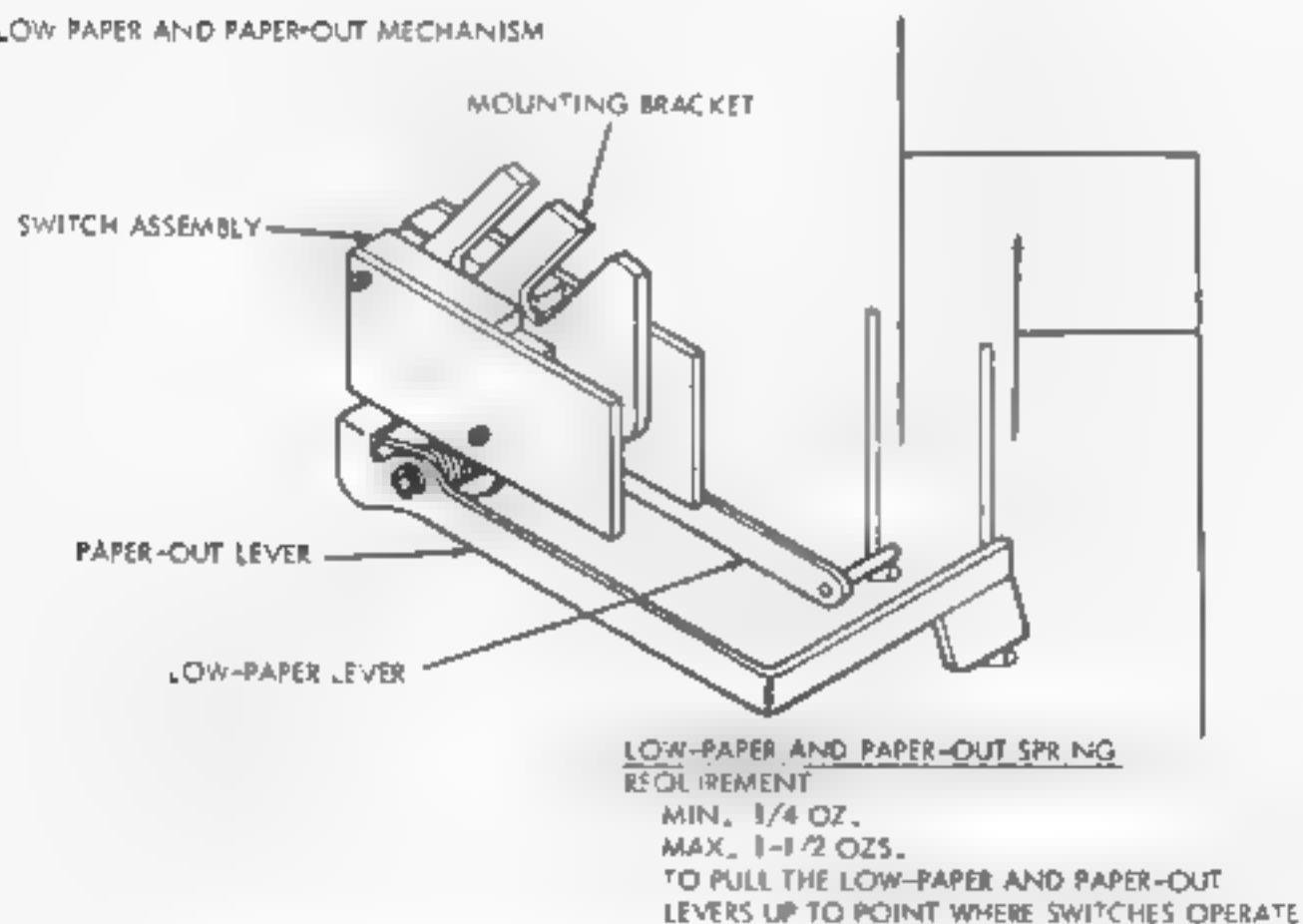


FIGURE 2-38. SYNCHRONOUS PULSE MAGNET AND LOW-PAPER PAPER-OUT MECHANISM

4. POWER BACKSPACE SWITCH

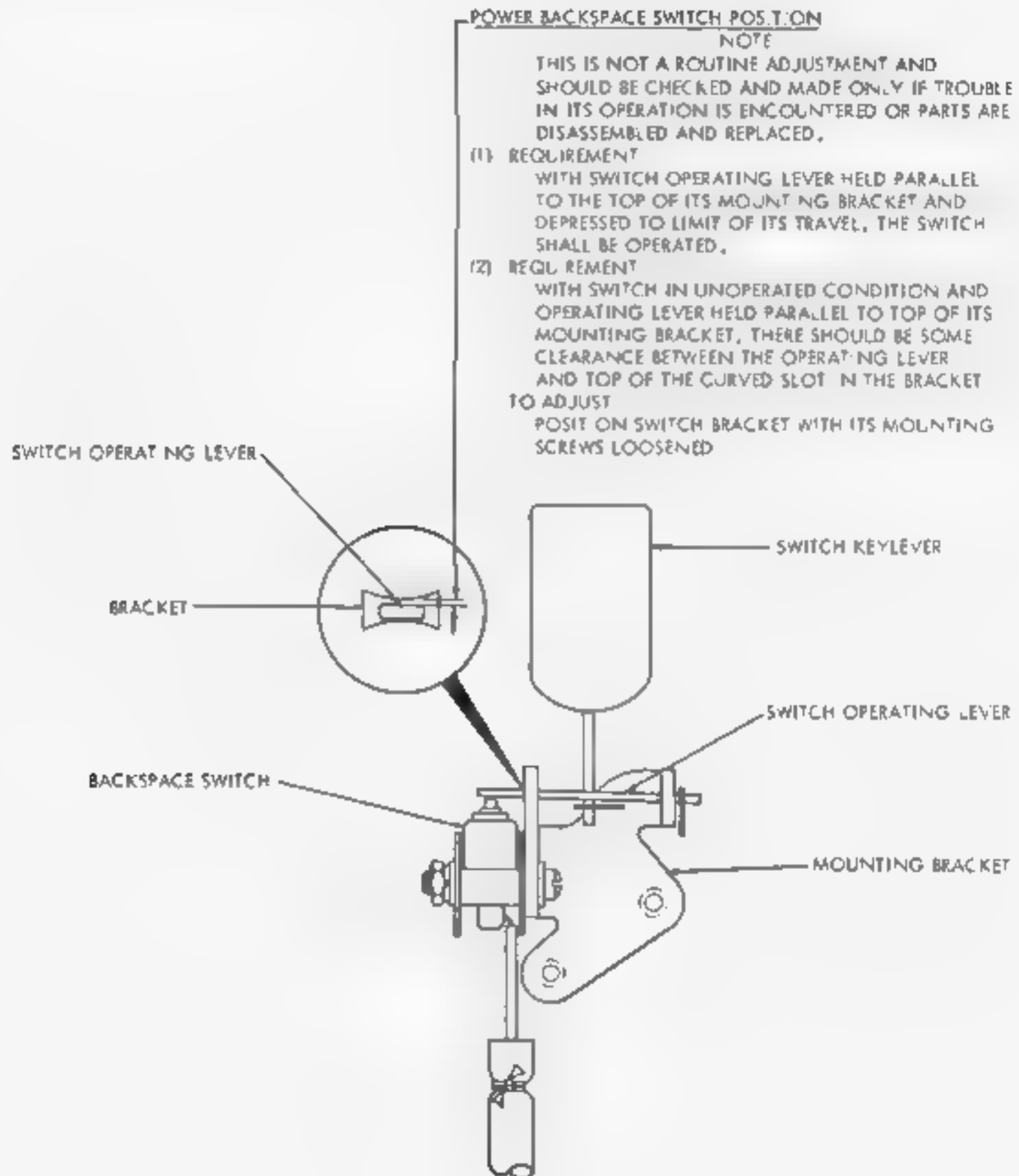


FIGURE 2-39. KEYBOARD POWER BACKSPACE SWITCH

15. CABINET MESSAGE TRAY

MESSAGE TRAY POSITION
REQUIREMENT

THE THREE SHELF MESSAGE TRAY SHOULD
BE POSITIONED SO AS NOT TO INTERFERE
WITH THE CABINET DOME TORSION BARS,
TO ADJUST
POSITION THE SHELVES WITH THE R MOUNTING
SCREWS LOOSENED.

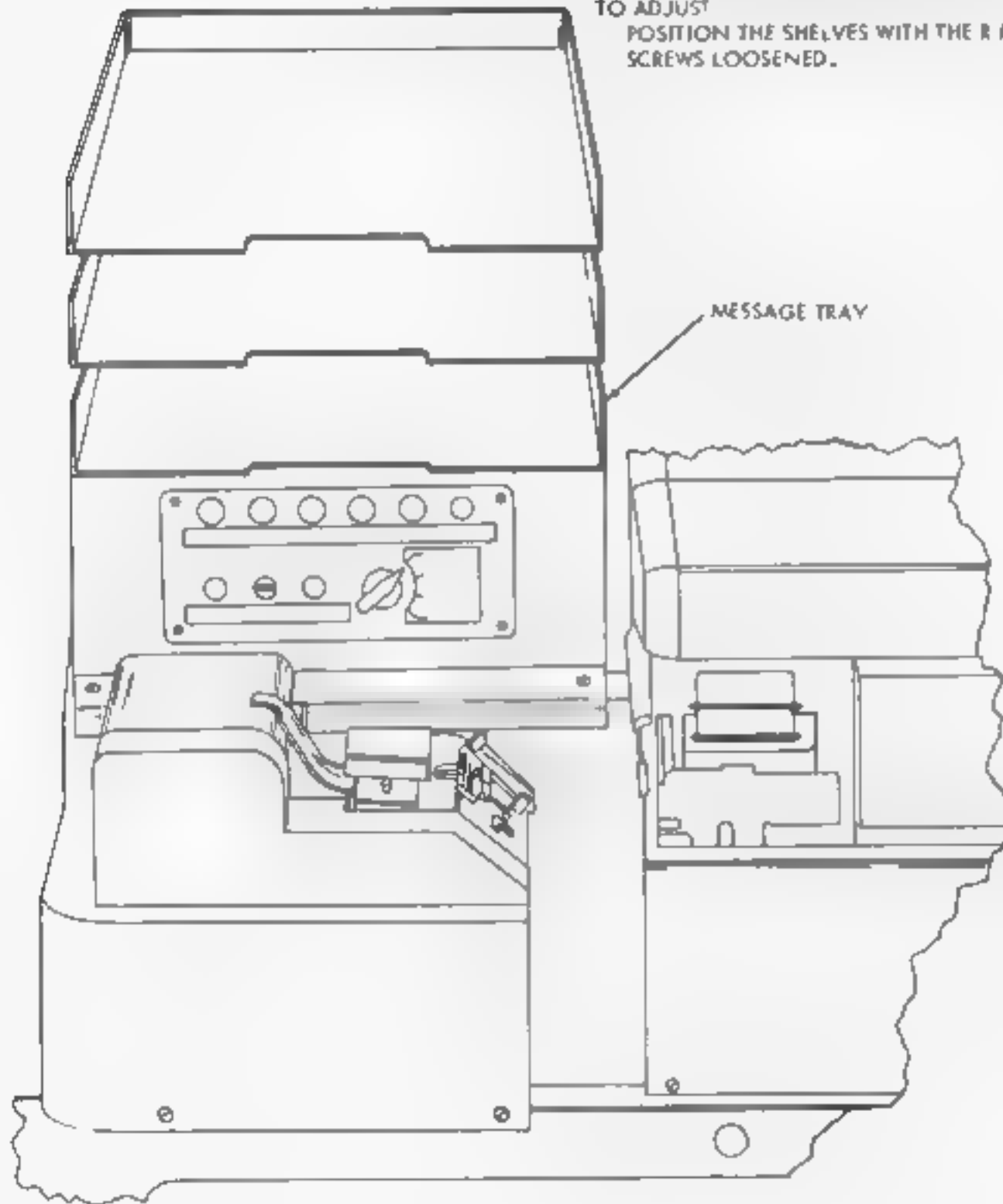


FIGURE 2-40. CABINET, MESSAGE TRAY

16. REMOTE CONTROL GEAR SHIFT

GEAR SHIFT MECHANISMREQUIREMENT

THE BACKLASH BETWEEN THE MOTOR PINION AND ITS DRIVEN GEAR AND BETWEEN THE TYPING UNIT DRIVEN GEAR AND ITS DRIVING GEAR SHOULD BE SOME --- MAX. 0.005 INCH

TO ADJUST

LOOSEN THE FOUR SCREWS WHICH MOUNT THE ASSEMBLY BRACKET TO BASE. LOOSEN THE NUT-PLATE MOUNTING SCREW AT FRONT OF ASSEMBLY BRACKET. LOOSEN LOCK NUTS ON ADJUSTING BUSHINGS. POSITION GEAR SHIFT BRACKET ASSEMBLY FRONT TO REAR. RAISE OR LOWER REAR OF ASSEMBLY BY ROTATING ADJUSTING BUSHING NEAREST THE MOTOR. POSITION OTHER BUSHING AGAINST BASE PLATE AND TIGHTEN ALL SCREWS AND LOCK NUT.

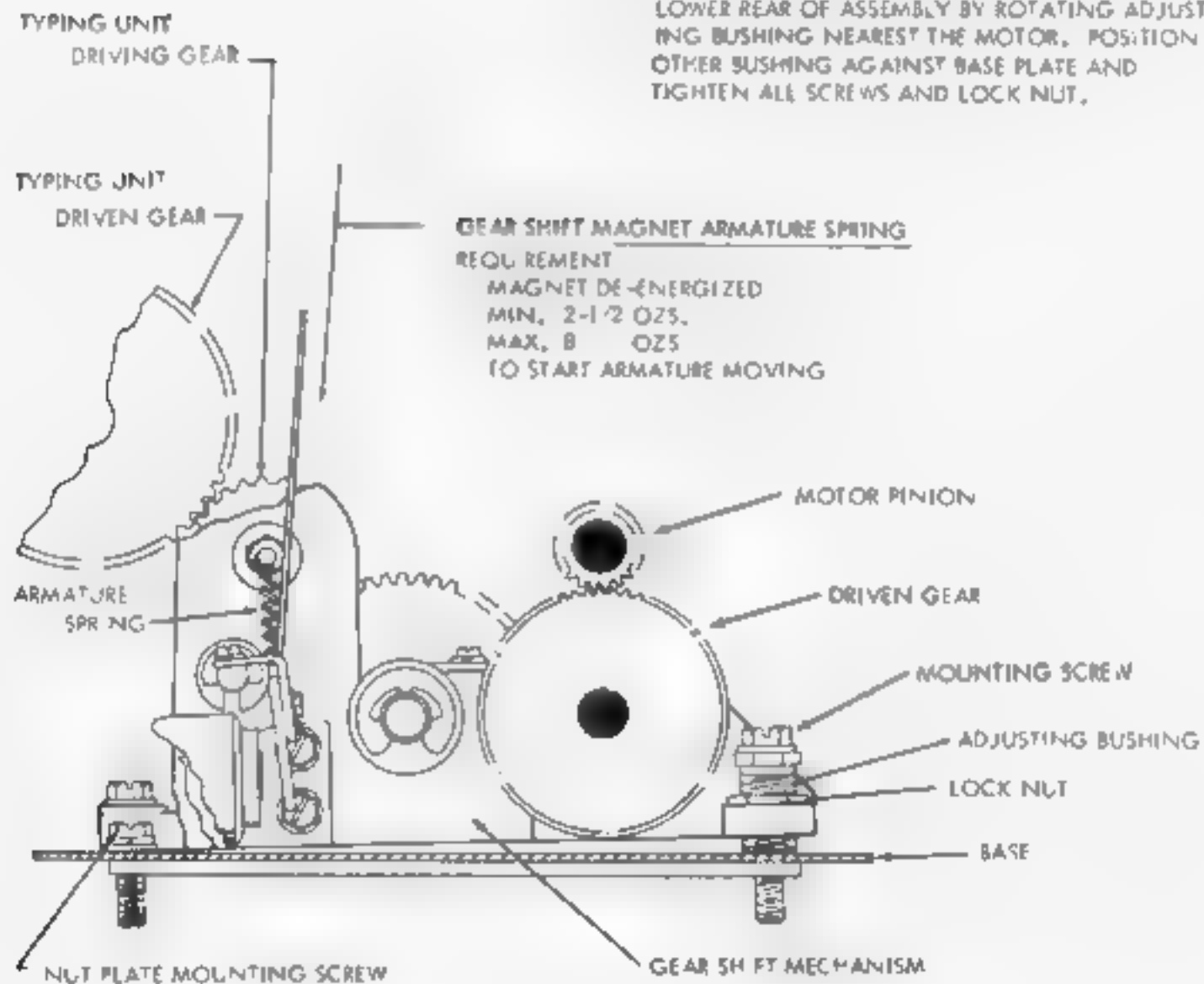


FIGURE 2-41. REMOTE CONTROL GEAR SHIFT MECHANISM

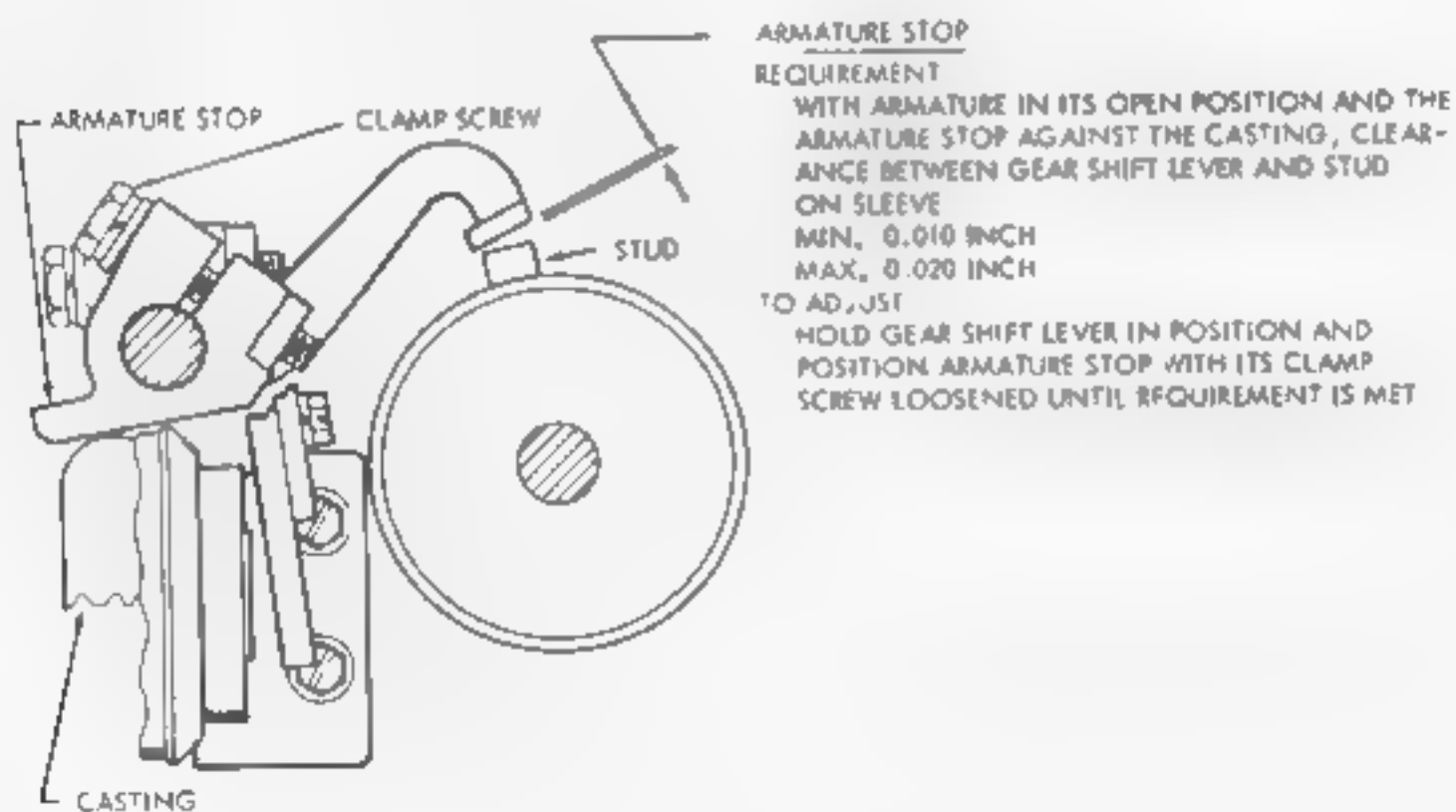
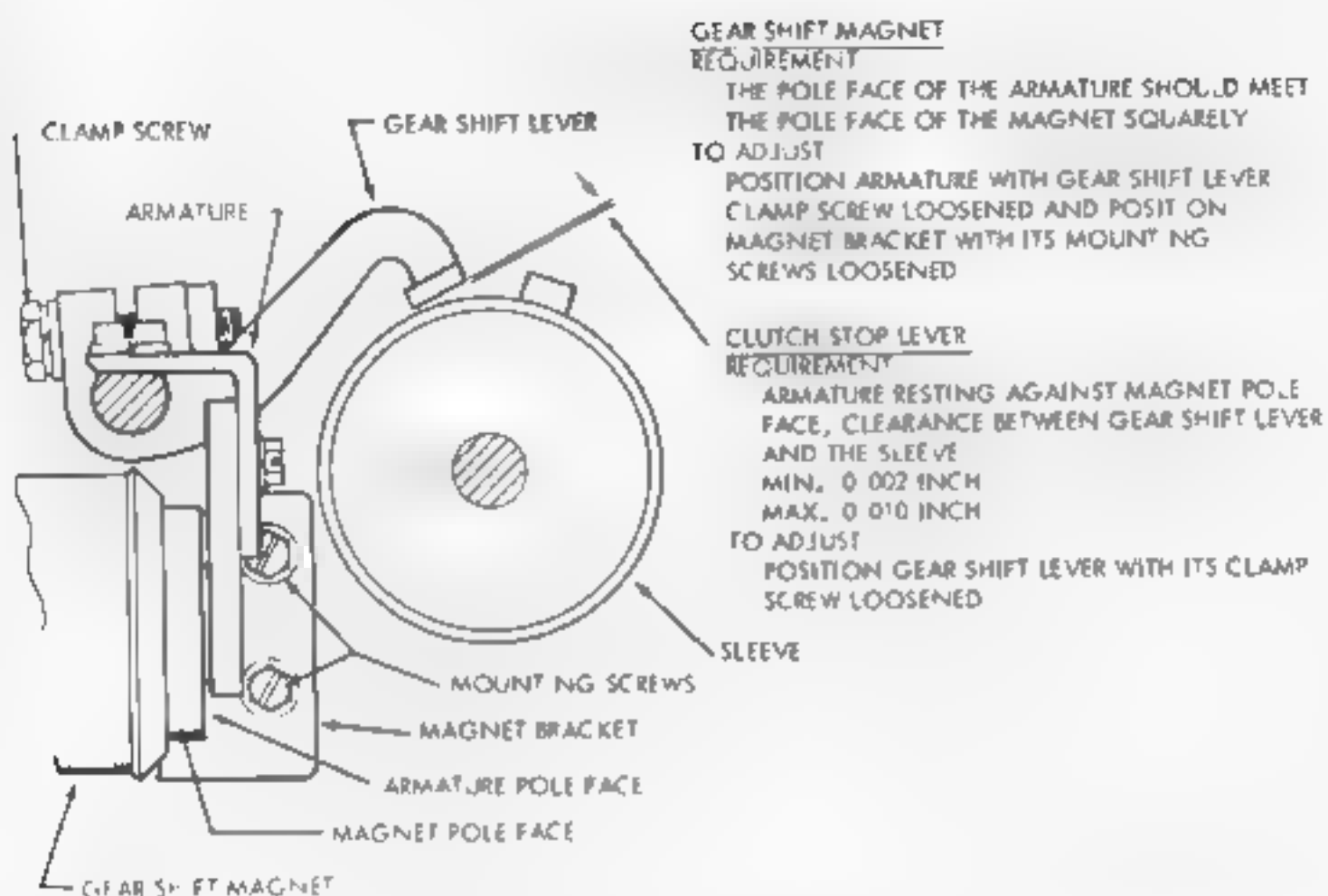


FIGURE 2-42. REMOTE CONTROL GEAR SHIFT MECHANISM

7. PERFORATOR MOTOR

PERFORATOR MOTOR PINION AND DRIVEN GEAR MESHREQUIREMENT

MIN. 0.004 INCH

MAX. 0.008 INCH

BACKLASH BETWEEN MOTOR PINION AND DRIVEN GEAR AT POINT OF MINIMUM BACKLASH.

TO CHECK

- 1) LOOSEN THE FOUR MOTOR MOUNTING SCREWS.
- 2) LOOSEN THE TWO NUTS WHICH LOCK THE ADJUSTING BUSHINGS AT THE RIGHT END OF THE MOTOR (REAR VIEW).

TO ADJUST

- 1) BACK OFF A FEW TURNS ON THE REAR ADJUSTING BUSHING TO PROVIDE ENOUGH CLEARANCE TO MAKE THE ADJUSTMENT.
- 2) BY MEANS OF THE FRONT ADJUSTING BUSHING, ADJUST THE MOTOR HEIGHT TO MEET REQUIREMENT AT THE PINION AND DRIVEN GEARS. TIGHTEN THE LOCK NUT.
- 3) TURN THE REAR ADJUSTING BUSHING UNTIL IT TOUCHES THE MOUNTING PLATE. TIGHTEN THE LOCK NUT.

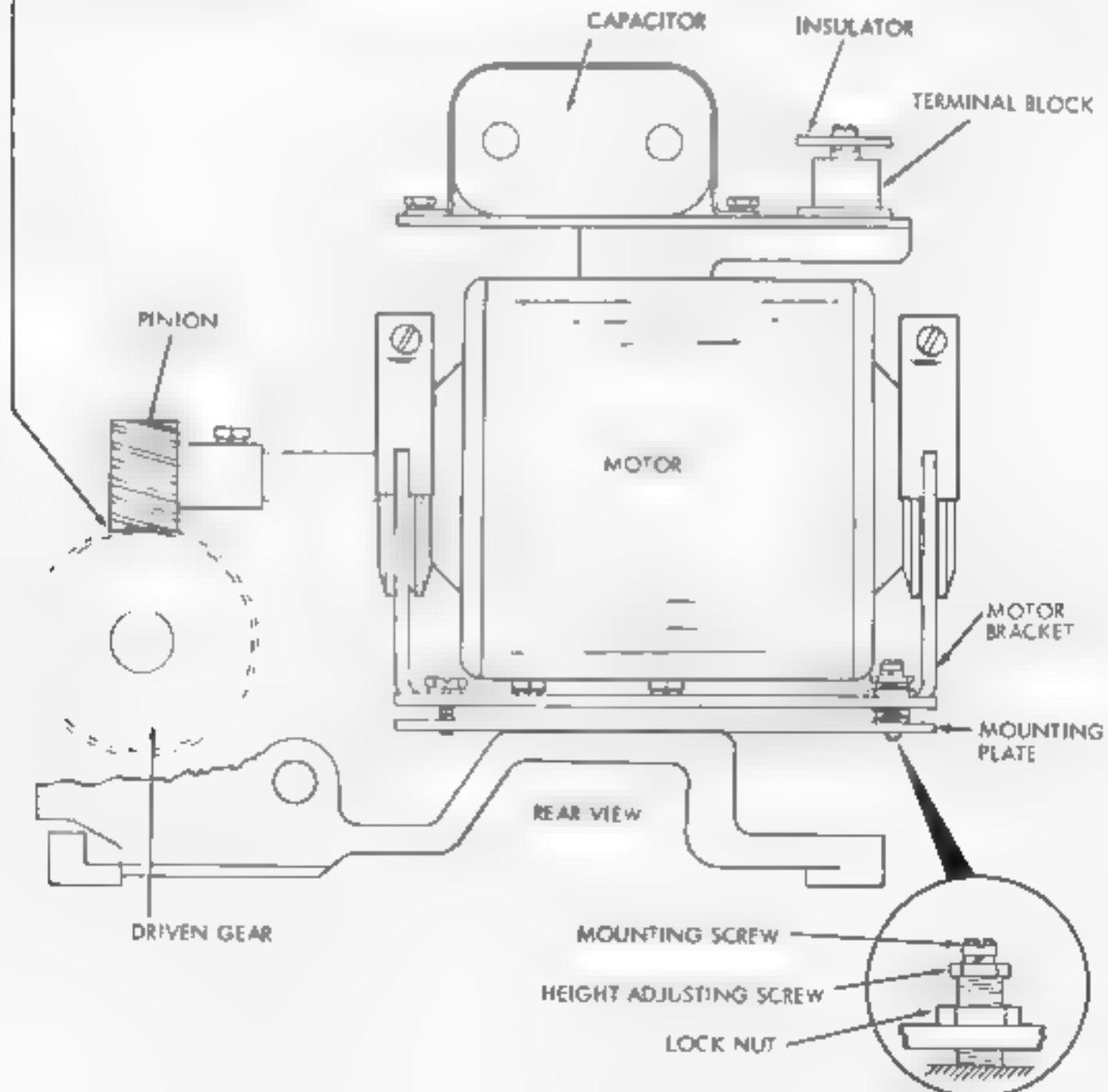


FIGURE 2-43. KEYBOARD, PERFORATOR TRANSMITTER MOTOR

18. ANSWER-BACK MECHANISM

CLUTCH TRIP ARMATURE AIR GAP

REQUIREMENT

AIR GAP BETWEEN ARMATURE AND MAGNET ASSEMBLY BRACKET
MIN. 0.004 INCH --- MAX. 0.008 INCH
WHEN ARMATURE IS HELD FLUSH AGAINST MAGNET CORE.

TO ADJUST

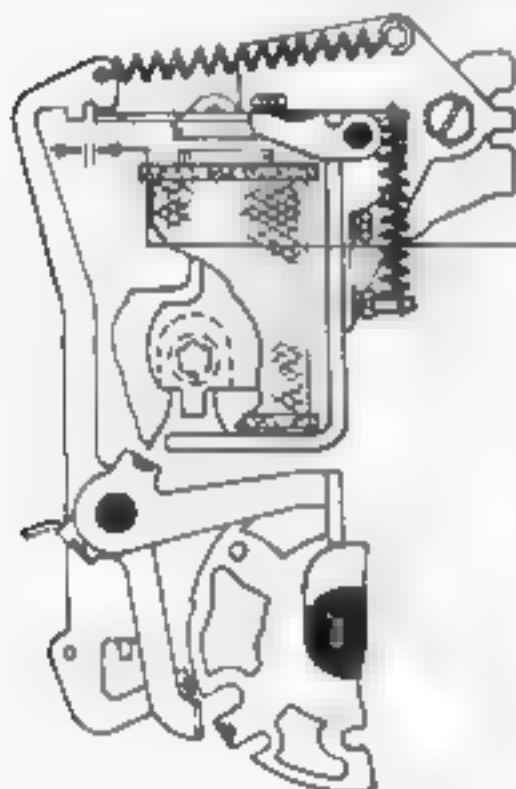
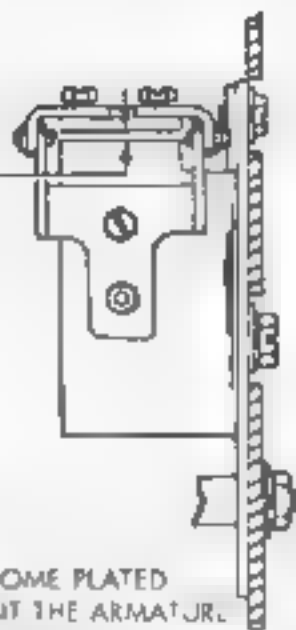
REMOVE ARMATURE EXTENSION SPRING, LOOSEN SPRING POST
AND HINGE MOUNTING SCREW AND POSITION HINGE.

TO CHECK

APPLY AC POWER. IF EXCESS CHATTER IS PRESENT, REFINE
THE ADJUSTMENT BY INCREASING OR DECREASING THE AIR
GAP UNTIL THE CHATTER IS ELIMINATED.

NOTE

THIS IS A REVERSIBLE ARMATURE. FOR USE WITH DC CURRENT, THE HEAVY CHROME PLATED
SIDE STAMPED C MUST BE FACING THE MAGNET CORE. FOR USE WITH AC CURRENT THE ARMATURE
MUST BE REVERSED SO THAT THE SIDE STAMPED C IS AWAY FROM THE MAGNET CORE.



CLUTCH TRIP LEVER

REQUIREMENT

CLEARANCE BETWEEN ARMATURE EXTENSION LEVER
AND LATCHING SURFACES OF CLUTCH TRIP LEVER
MIN. 0.020 INCH --- MAX. 0.030 INCH
WHEN CLUTCH TRIP LEVER IS ON HIGH PART OF CAM.

TO ADJUST

LOOSEN PLATE ADJUSTING SCREW AND PLATE
MOUNTING SCREW, INSERT SCREWDRIVER IN SLOT
ADJACENT TO ADJUSTING SCREW AND POSITION
PLATE FOR REQUIRED CLEARANCE.

ARMATURE EXTENSION

REQUIREMENT

CLEARANCE BETWEEN ARMATURE EXTENSION LEVER AND CLUTCH
TRIP LEVER
MIN. 0.030 INCH --- MAX. 0.040 INCH
WHEN CLUTCH TRIP LEVER IS ON HIGH PART OF CAM AND
ARMATURE IS FLUSH AGAINST CORE (PLAY TAKEN UP WITH SPRING).

TO ADJUST

LOOSEN BRACKET MOUNTING SCREW AND BRACKET ADJUSTING
SCREW AND INSERT SCREWDRIVER INTO SLOT BELOW ADJUSTING
SCREW, AND ADJUST BRACKET.

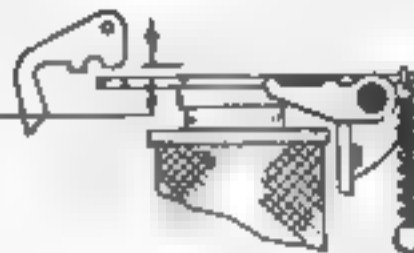


FIGURE 2-44. ANSWER-BACK MECHANISM

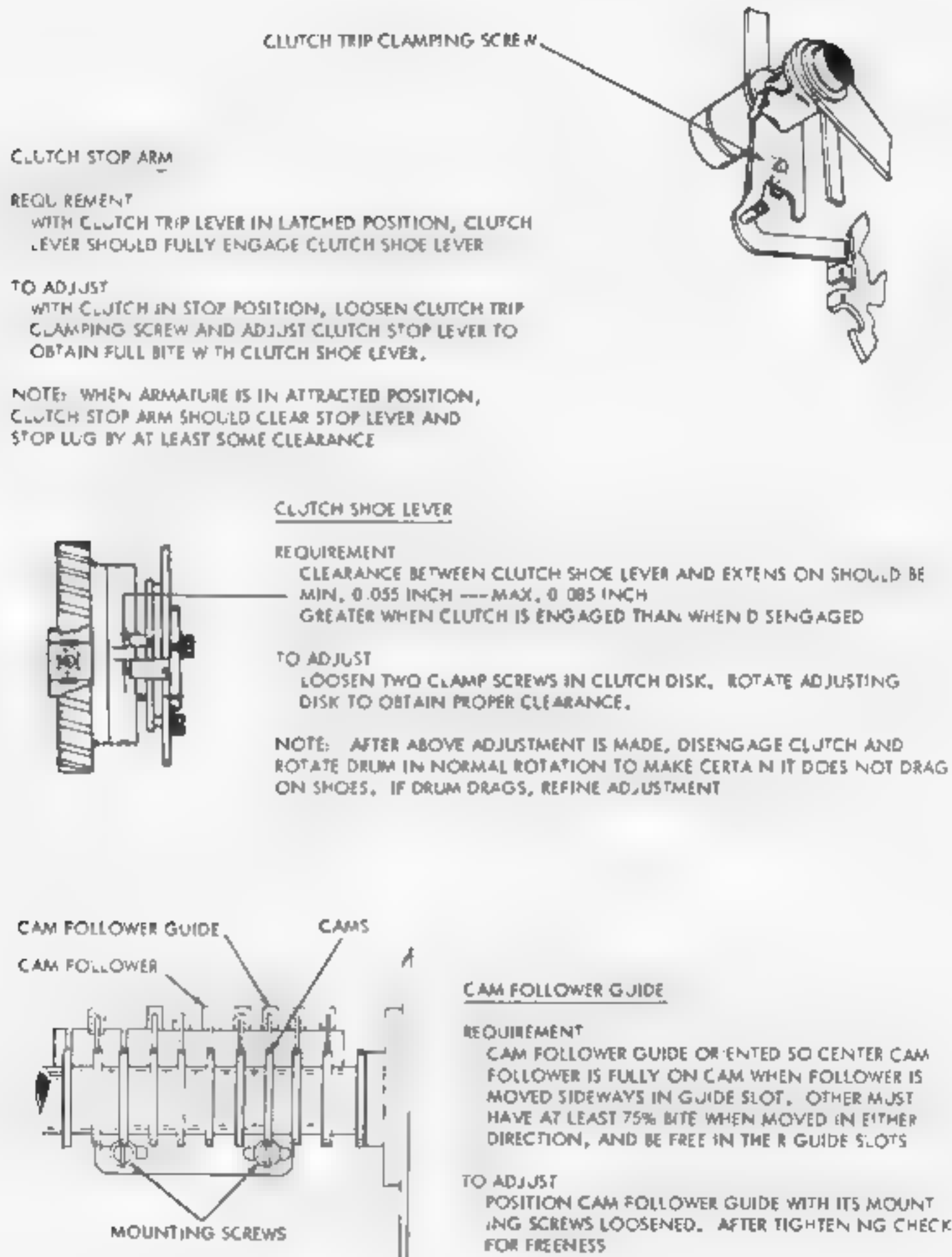
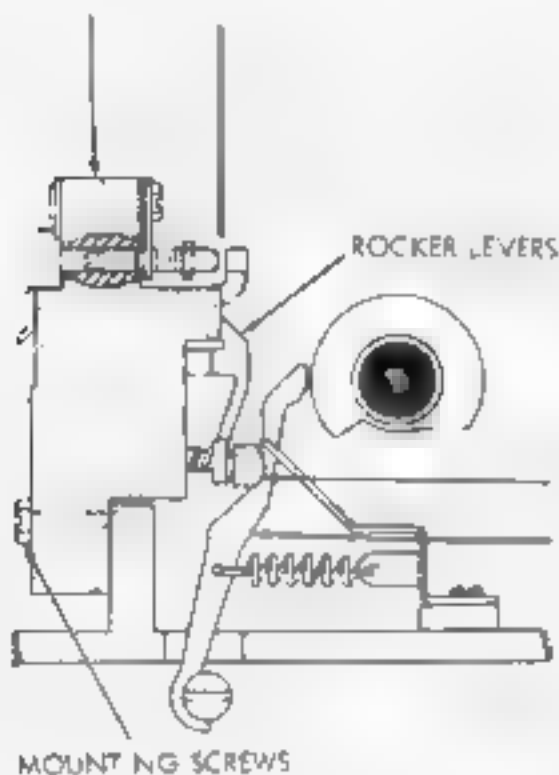


FIGURE 2-45. ANSWER BACK MECHANISM

DISTRIBUTOR BLOCK ASSEMBLYDISTRIBUTOR BLOCK ASSEMBLY

REQUIREMENT

DISTRIBUTOR BLOCK ASSEMBLY POSITIONED ON CASTING SO THAT ROCKER LEVERS ARE FULLY ENGAGED WITH THE BAKELITE ON THE FOLLOWER LEVERS.

TO ADJUST

LOOSEN DISTRIBUTOR BLOCK ASSEMBLY MOUNTING SCREWS AND POSITION BLOCK LEFT OR RIGHT TO OBTAIN REQUIREMENT.

DISTRIBUTOR CONTACT GAP

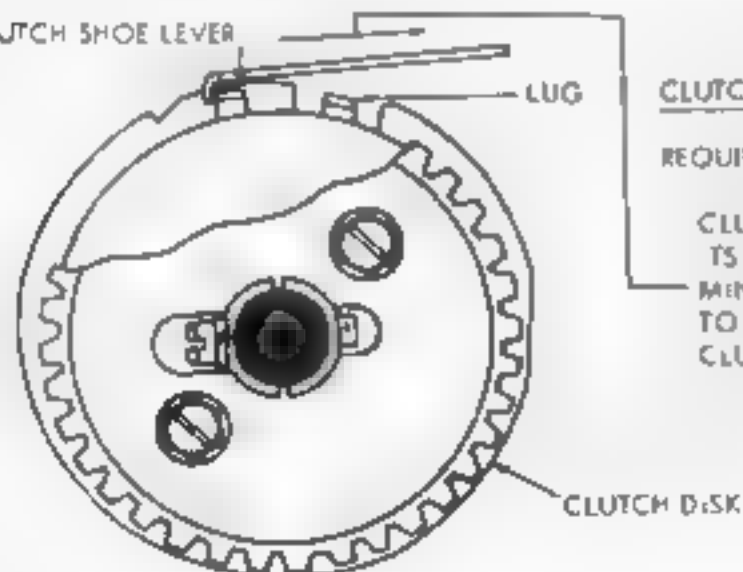
REQUIREMENT

CONTACT GAP SHOULD BE MIN. 0.020 INCH --- MAX. 0.030 INCH WITH CAM FOLLOWER LEVER ON HIGH PART OF CAM.

TO ADJUST

TURN CONTACT SCREW AT SOCKET END UNTIL DESIRED GAP IS OBTAINED, CHECK ALL CONTACT GAPS

NOTE POSITION FOLLOWER ON HIGH OF CAM BY TRIPPING CLUTCH MANUALLY AND ROTATING DISTRIBUTOR SHAFT.

CLUTCH SHOE LEVERCLUTCH SHOE LEVER SPRING

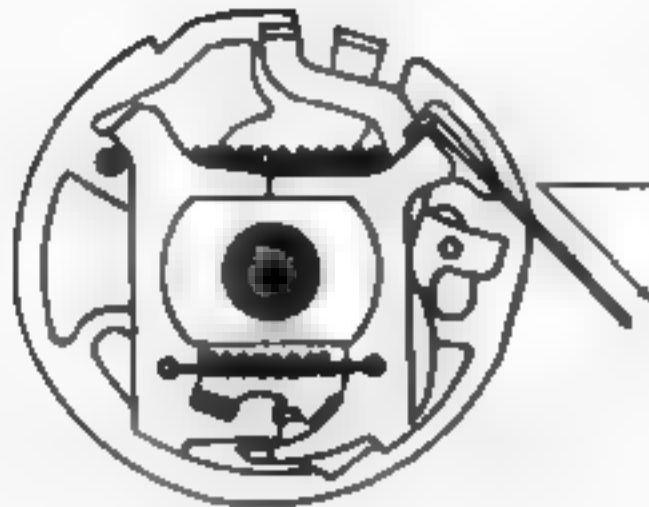
REQUIREMENT

CLUTCH ENGAGED, CLUTCH DISK HELD TO PREVENT ITS TURNING MIN. 15 OZS. --- MAX. 20 OZS. TO PULL SHOE LEVER IN CONTACT WITH LUG ON CLUTCH DISK.

FIGURE 2-46. ANSWER-BACK MECHANISM

NOTE

AS IT REQUIRES REMOVAL OF CLUTCH FROM SHAFT, THIS
SPRING TENSION SHOULD NOT BE CHECKED UNLESS
THERE IS GOOD REASON TO SUSPECT THAT IT WILL NOT
MEET ITS REQUIREMENT

CLUTCH SHOE SPRING

REQUIREMENT

CLUTCH DRUM REMOVED

MIN. 3 OZS. — MAX. 5 OZS.

TO START PRIMARY SHOE MOVING AWAY FROM
SECONDARY SHOE.

DISTRIBUTOR CAM FOLLOWER SPRING

REQUIREMENT

DISTRIBUTOR BLOCK REMOVED

MIN. 1/2 OZ. — MAX. 1-1/2 OZ.

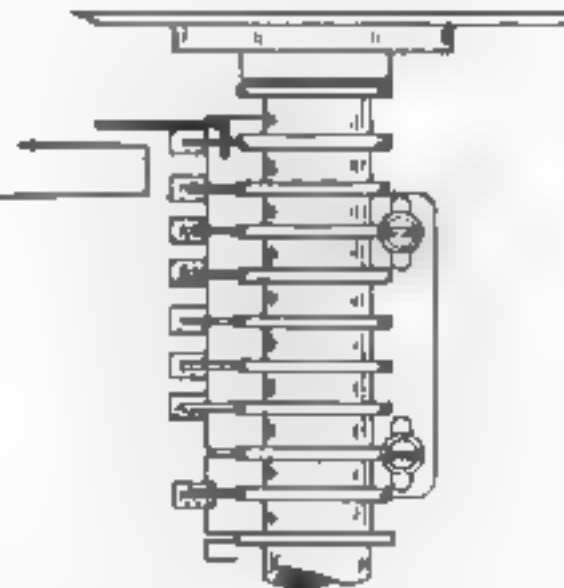
TO START CAM FOLLOWER LEVER MOVING WHEN
LEVER IS ON HIGH OF CAM.

FIGURE 2-47 ANSWER BACK MECHANISM

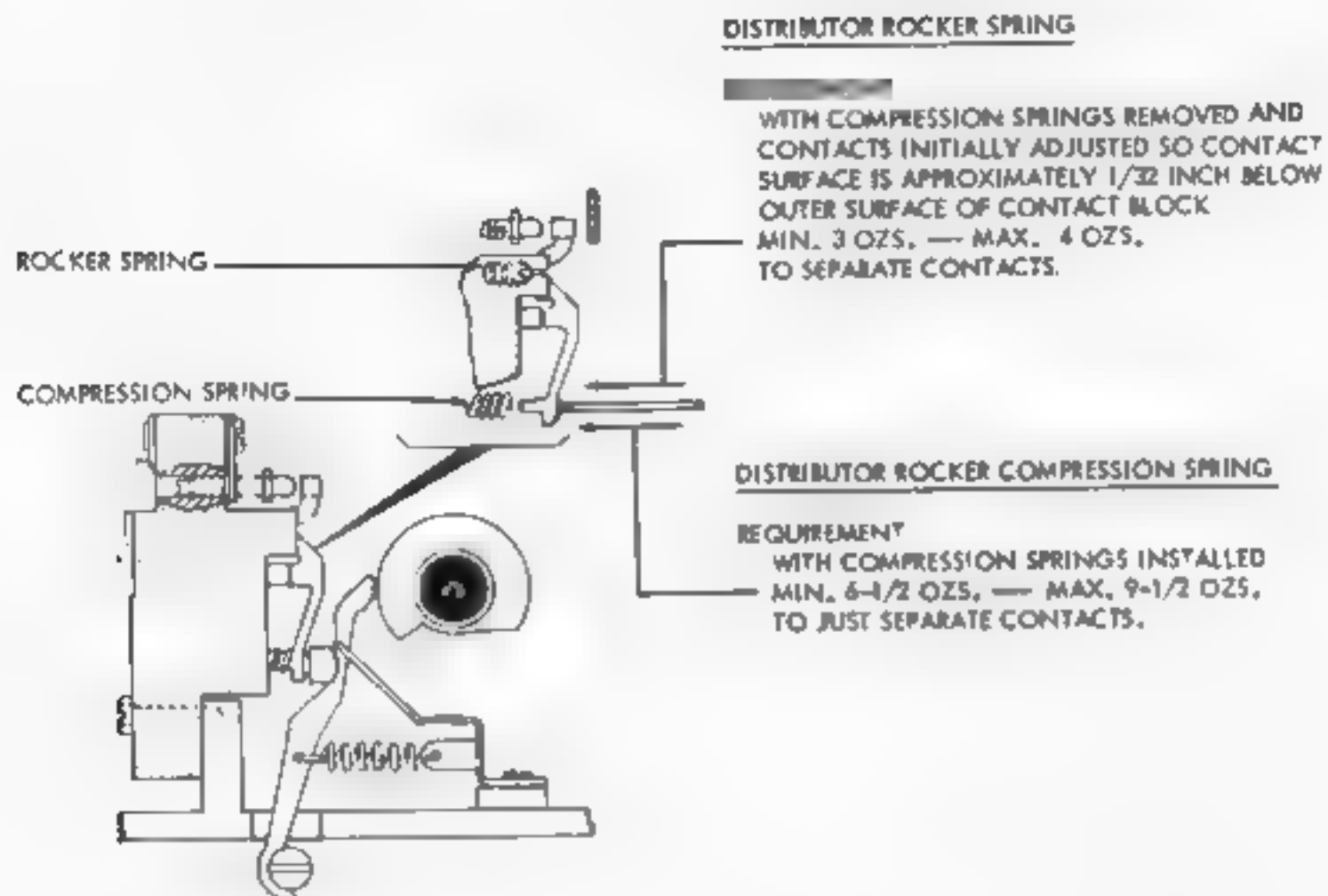


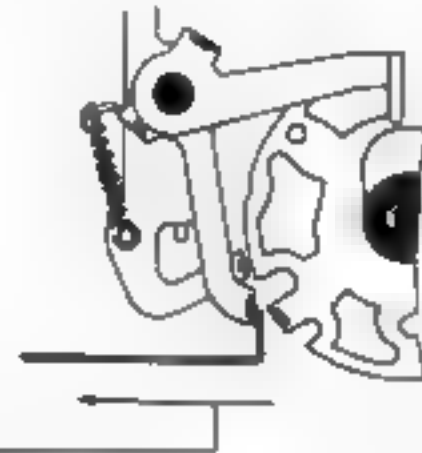
FIGURE 2-48. ANSWER-BACK MECHANISM

CLUTCH LATCH LEVER SPRING

REQUIREMENT

CLUTCH LATCH LEVER ON LOW OF CLUTCH DISK (BUT NOT LATCHED).

MIN. 2-1/2 OZS. — MAX. 4-1/2 OZS.
TO START LATCH LEVER MOVING.

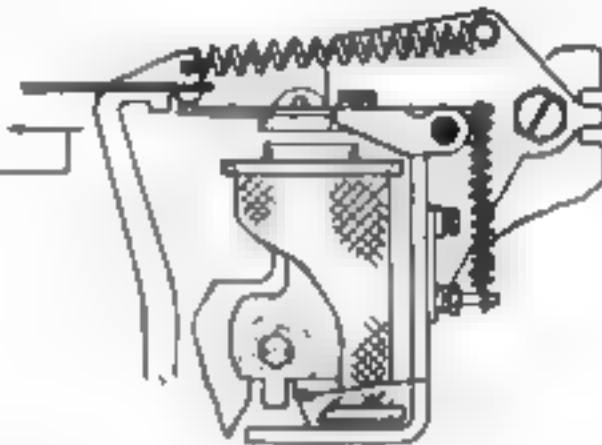


CLUTCH TRIP LEVER SPRING

REQUIREMENT

CLUTCH TRIPPED AND ARMATURE HELD AGAINST MAGNET CORE.

MIN. 2 OZS. — MAX. 3-1/2 OZS.
TO START TRIP LEVER MOVING.

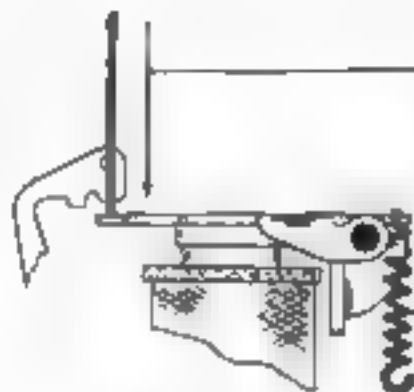


CLUTCH MAGNET ARMATURE BAIL SPRING

REQUIREMENT

CLUTCH MAGNET TRIPPED AND SHAFT ROTATED MANUALLY
UNTIL TRIP FOLLOWER IS ON HIGH OF CAM

MIN. 2 OZS. — MAX. 4-1/2 OZS.
TO START ARMATURE EXTENSION LEVER MOVING.



ARMATURE BAIL SPRING

FIGURE 2-49. ANSWER-BACK MECHANISM

NOTE TO CHECK TENSIONS (A) AND (B) REMOVE ENTIRE ANSWER BACK MECHANISM FROM ITS BRACKET REMOVE MESSAGE DRUM AND TAKE OFF THE CONTACT BLOCK.

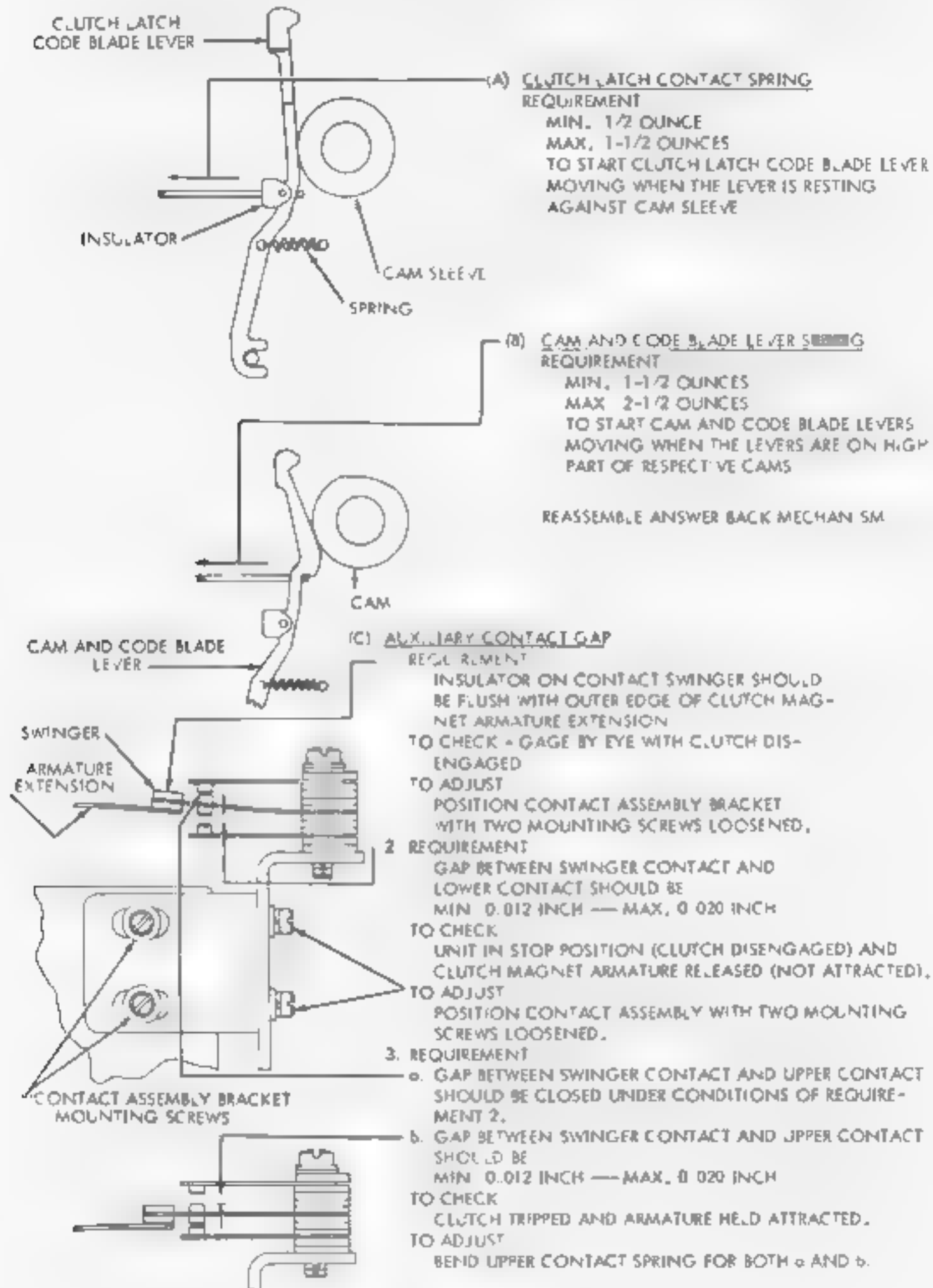


FIGURE 2-50 ANSWER BACK MECHANISM

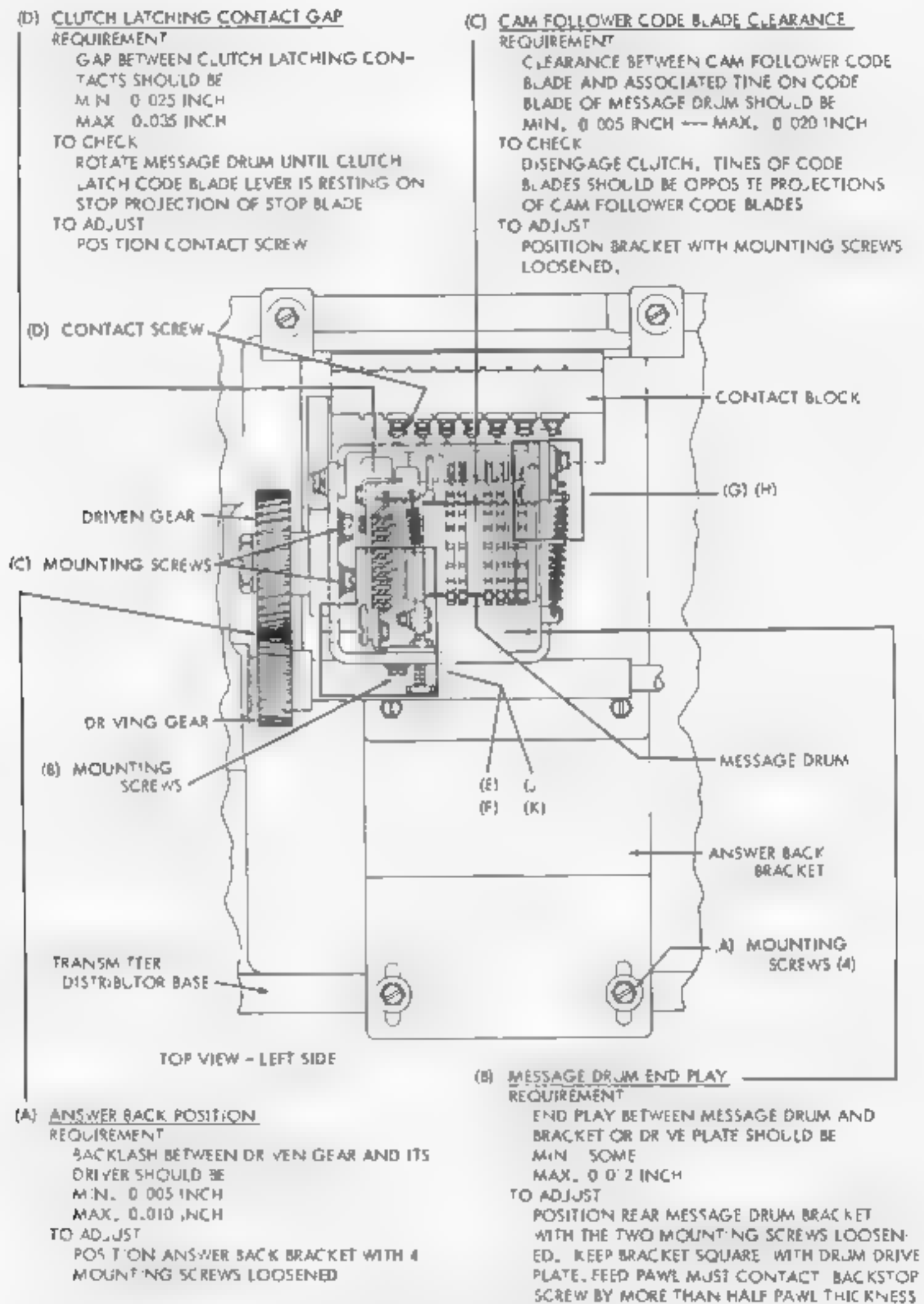


FIGURE 2-51. ANSWER BACK MECHANISM

NOTE: REMOVE SHOULDER SCREW AND TAKE OFF ANSWER-BACK DRIVEN GEAR

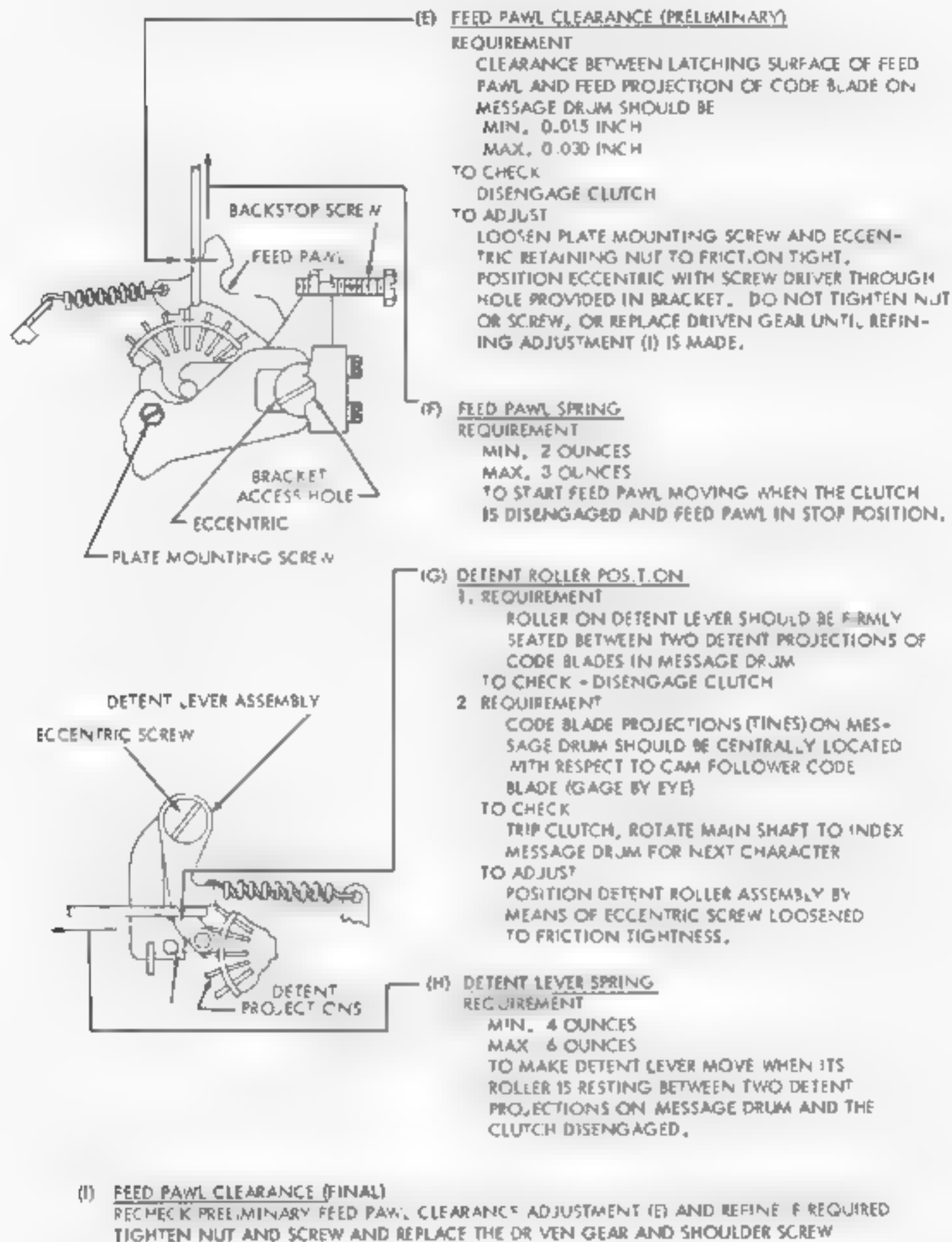
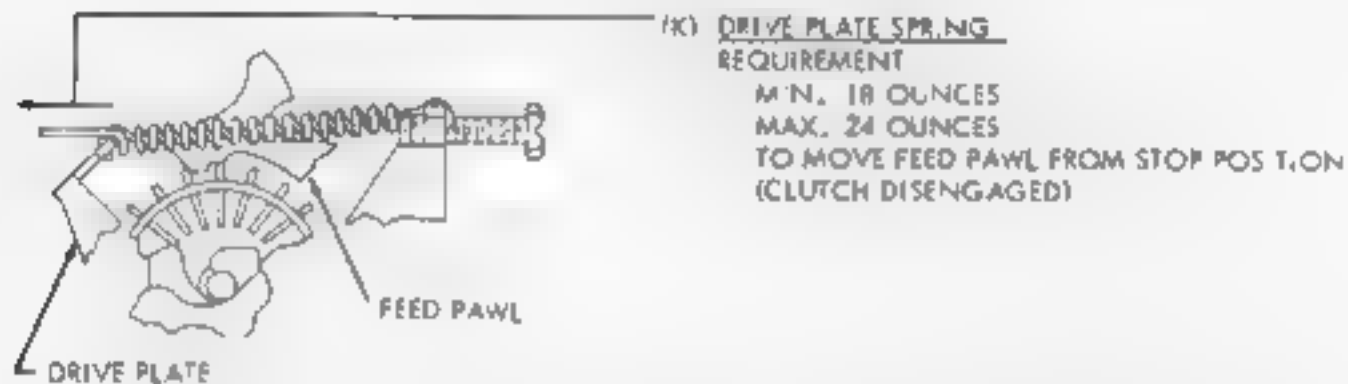
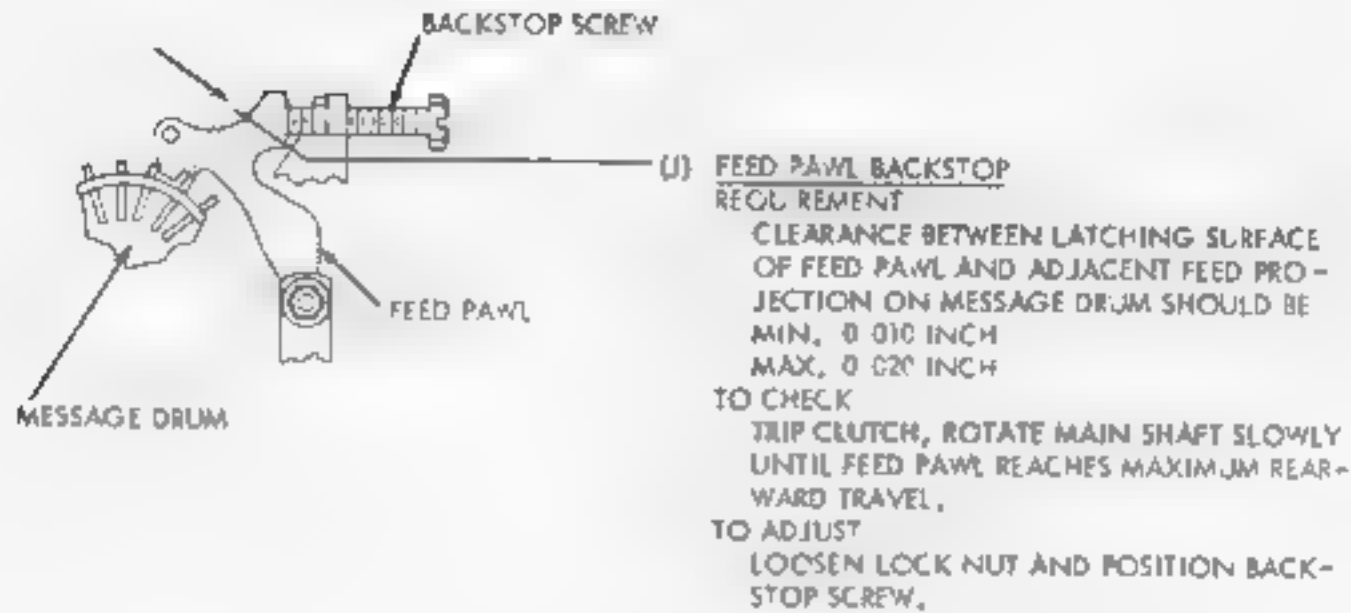


FIGURE 2-52. ANSWER-BACK MECHANISM



CODING THE ANSWER-BACK FEATURE OF THE TELETYPE TRANSMITTER DISTRIBUTOR BASE LCXB 6

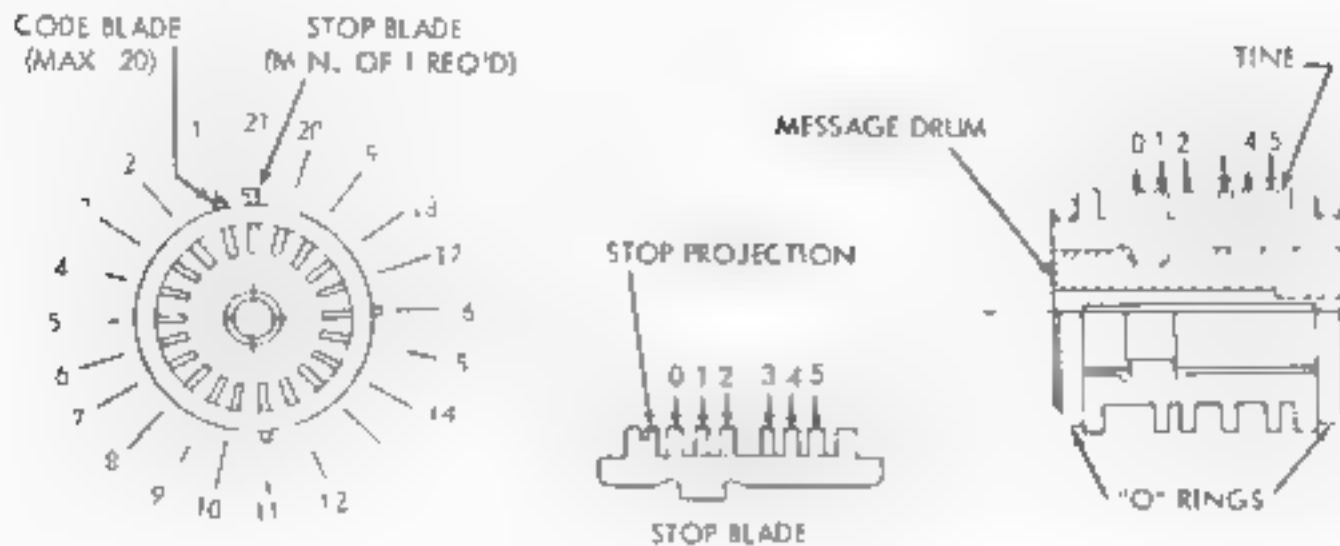
THE MESSAGE DRUM HAS A CAPACITY OF 21 CHARACTERS. THE FIRST CHARACTER TRANSMITTED MUST BE A "LETTERS" COMBINATION. THE REMAINING 20 MAY BE ANY CHARACTER DESIRED. CHARACTERS ARE DETERMINED BY DETACHABLE CODE BLADES SET IN THE MESSAGE DRUM. SINCE PROJECTIONS ON THE CODE BLADES ARE USED TO ROTATE THE DRUM, ALL OF ITS 21 SLOTS MUST BE OCCUPIED BY A BLADE.

2. THE LAST CHARACTER TRANSMITTED IS DETERMINED BY A SPECIAL STOP CODE BLADE. THREE STOP BLADES ARE INCLUDED, SO THAT EQUALLY SPACED ABOUT THE CODE DRUM IT WOULD RESULT IN 3 UNIFORM MESSAGES OF SIX CHARACTERS EACH, PRECEDED BY A "LETTERS" COMBINATION.

3. CODE A BLADE BY BREAKING OFF THE UNWANTED TINES AT THE SCORED LINE AT THE BASE OF THE TINE. FIGURE 1 INDICATES WHICH TINES ARE TO BE REMOVED FOR A PARTICULAR CHARACTER. TO PREVENT DISTORTION OF A CODE BLADE, EACH BLADE SHOULD BE HELD SECURELY NEAR THE SCORE MARK OF THE TINE TO BE REMOVED.

FIGURE 2-53. ANSWER-BACK MECHANISM

CODING ANSWER BACK (CONT'D)



4. PLACE AN "O" RING IN THE GROOVE ON THE RIM OF THE MESSAGE DRUM WHICH IS FURTHEST FROM THE SLOT IN THE CENTER PORTION OF THE DRUM. INSTALL A STOP BLADE IN ANY SLOT POSITION IN THE DRUM BY FIRST INSERTING THE BLADE UNDER THE "O" RING AND THEN ROTATING THE BLADE TOWARD THE CENTER OF THE DRUM UNTIL IT IS FULLY SEATED.

5. CODE THE DRUM IN A COUNTER-CLOCKWISE DIRECTION BEGINNING WITH THE NO. 1 BLADE ADJACENT TO THE STOP BLADE. INSTALL EACH CODED BLADE IN THE PROPER SLOT POSITION. INSERT THE BLADE UNDER THE "O" RING AS IN PARAGRAPH 4.

■ — LEAVE TIME
□ — REMOVE TIME

6. AFTER FILLING THE DRUM, ENCIRCLE THE BLADES BY PLACING ANOTHER "O" RING IN THE GROOVE ON THE OPPOSITE RIM OF THE DRUM.

7. PLACE A THIN COAT OF GREASE ON THE SHAFT AND STUD OF THE DRIVE PLATE. INSERT THE SHAFT PORTION OF THE DRIVE PLATE INTO THE MESSAGE DRUM (NOTE THAT DUE TO A DIFFERENCE IN HOLE DIAMETERS IN THE MESSAGE DRUM, THE SHAFT CAN BE INSERTED ONLY ONE WAY). HOOK THE SPRING BETWEEN THE DRIVE PLATE AND THE FEED PAWL. OIL BOTH ENDS OF THE SPRING.

8. TO INSERT THE MESSAGE DRUM ASSEMBLY INTO THE DISTRIBUTOR ASSEMBLY, TRIP THE CLUTCH AND ROTATE THE DISTRIBUTOR MAIN SHAFT UNTIL THE DRIVE LEVER ASSEMBLY IS ON THE HIGH PART OF THE CAM. THEN INSERT THE MESSAGE DRUM ASSEMBLY BETWEEN THE MOUNTING BRACKETS. NOTE THAT THE DRIVE PLATE HAS A STUD WELDED ON TO IT. THIS STUD MUST GO UNDER THE DRIVE LEVER ASSEMBLY. THEN ROTATE THE MAIN SHAFT TO LATCH THE CLUTCH. NEXT HOOK THE DRIVE PLATE SPRING BETWEEN THE DRIVE PLATE AND THE SPRING POST PROJECTION ON THE BRACKET. THE DETENT LEVER SPRING SHOULD BE HOOKED ON TO THE SPRING POST PROJECTION OF THE BRACKET. AND THE DETENT LEVER. LUBRICATE THE MECHANISM ACCORDING TO THE LUBRICATION FIGURES.

NOTE

1. STOP BLADE HAS SAME PROVISIONS FOR INDIVIDUAL CODING AS STANDARD CODE BLADE.
2. WHEN CODING THE BLADES REMOVE THE "O" POSITION TIME ON ALL STOP AND CODE BLADES.

LETTER	ENCL	TYPICAL ANALYT	CODE
A		1	
B		2	
C		3	
D		4	
E		5	
F		6	
G		7	
H		8	
I		9	
J		10	
K		11	
L		12	
M		13	
N		14	
O		15	
P		16	
Q		17	
R		18	
S		19	
T		20	
U		21	
V		22	
W		23	
X		24	
Y		25	
Z		26	
CARRIAGE RETURN			
LINE FEED			
ENTER SHIFT			
FIGURE SHIFT			
SPACE			
BLANK			



FIGURE 2-54 ANSWER BACK MECHANISM

25. ANSWER-BACK MECHANISM (FIGS "D")
KEYBOARDS LK6 AND LP

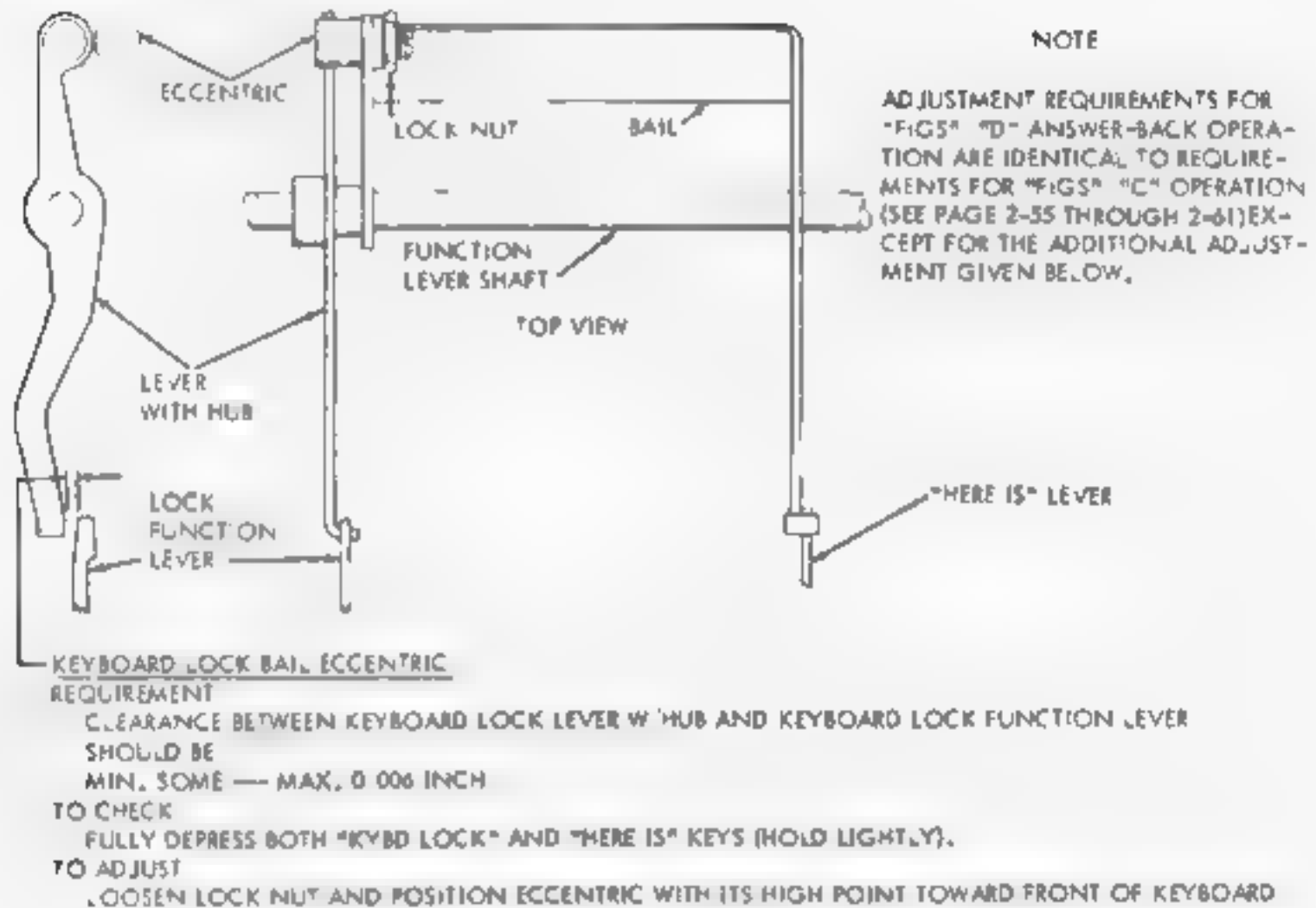


FIGURE 2-55. ANSWER-BACK MECHANISM

SECTION 3 - LUBRICATION

1. GENERAL

1.01 The perforator transmitter should be lubricated as directed in this section. The figures indicate points to be lubricated and the kind and quantity of lubricant to be used. Lubricate the perforator just prior to placing it in service. After a few weeks in service, re-lubricate to make certain that all points receive lubrication. The following lubrication schedule should be followed thereafter.

OPERATING SPEED (WPM)*	LUBRICATING INTERVAL	
60	3000 hrs. or 1 yr.	Which- ever Occurs First
75	2400 hrs. or 9 mo.	
100	1500 hrs. or 6 mo.	
150	1000 hrs. or 6 mo.	

*Words per minute

1.02 Use Teletype KS-7470 oil at all locations where the use of oil is indicated. Use KS-7471 grease on all surfaces where grease is indicated, except the motor bearings. Apply two drops of KS-7470 oil to motor bearings every four months (depress oiler with metal object). If the motor is disassembled at any time, repack the bearings with KS-7471 grease.

1.03 All spring wicks and felt oilers should be saturated. The friction surfaces of all moving parts should be thoroughly lubricated. Over-lubrication, however, which will permit oil or grease to drip or be thrown on other parts, should be avoided. Special care must be taken to prevent any oil or grease from getting between the power backspace armature and its magnet pole face or between electrical contacts.

1.04 Apply a thick film of grease to all gears

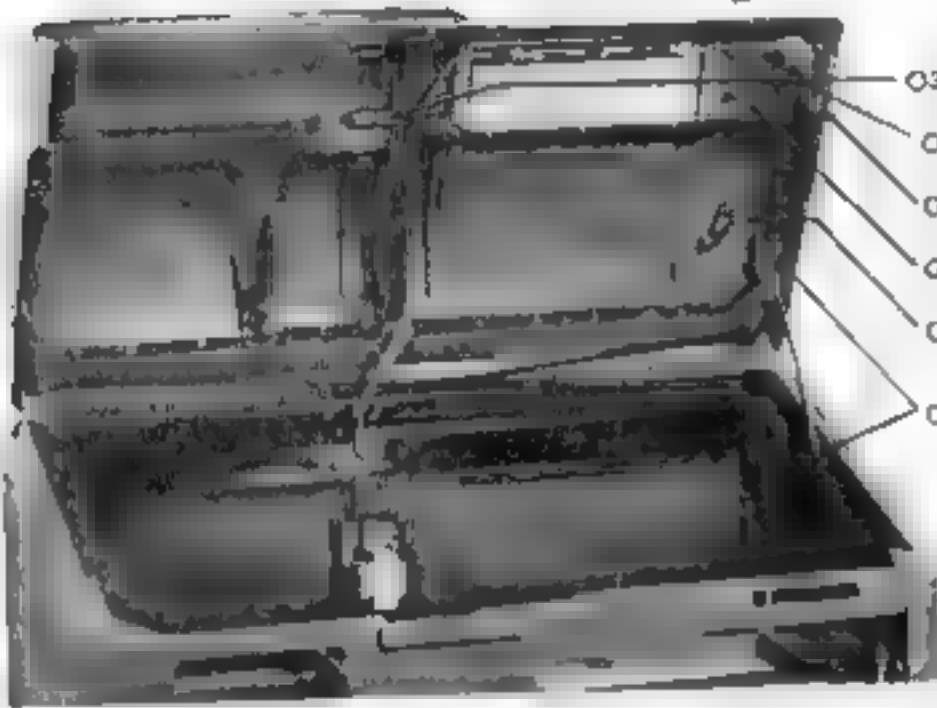
1.05 Apply oil to all cams, including the camming surfaces of each clutch disk.

1.06 The photographs show the paragraph numbers referring to particular line drawings of mechanisms and where these mechanisms are located on the unit. Parts in the line drawings are shown in an upright position unless otherwise specified.

1.07 The illustration symbols indicate the following lubrication directions:

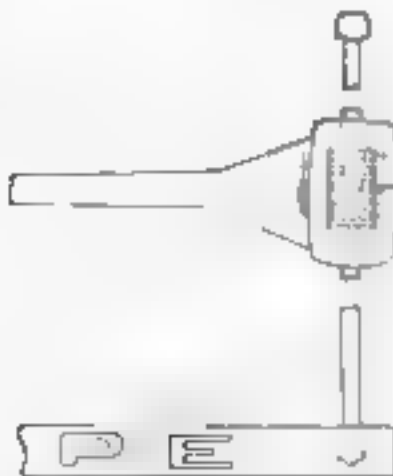
- 0 Apply 1 drop of oil.
- 02 Apply 2 drops of oil.
- 03 Apply 3 drops of oil.
- 020 Apply 20 drops of oil, etc.
- G Apply thin film of grease
- SAT Saturate (Felt oilers, washer, wicks) with oil.

2. CABINET



- O3 SLIDING SURFACE - SPRING
- O BEARING SURFACE (2 PLACES)
- G LATCHING SURFACE (2 PLACES)
- G LATCHING SURFACE (ALL LATCHES)
- O BEARING SURFACES AND SPRING
- O BEARING SURFACE (2 PLACES)

- TORSION SPRING
- UPSTOP
- DOME LATCH
- DOME LATCH
- ALL DOORS
- RIGHT TOP DOOR
UPSTOP ARM
- DOME UPSTOP ARM



- O BUSHING

LINE GUIDE



- O PIVOT POINT

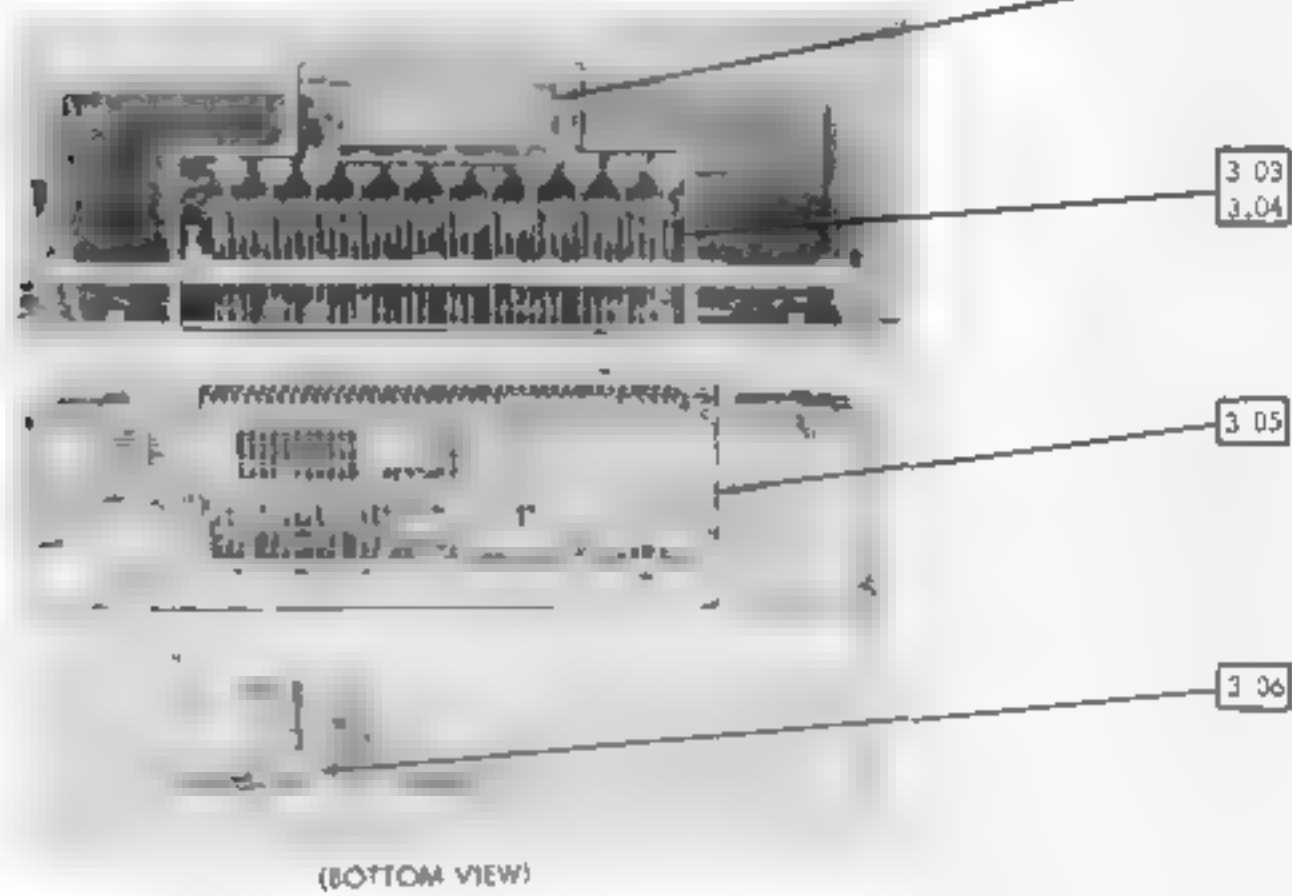
DOME CATCH

- G ENGAGING SURFACE

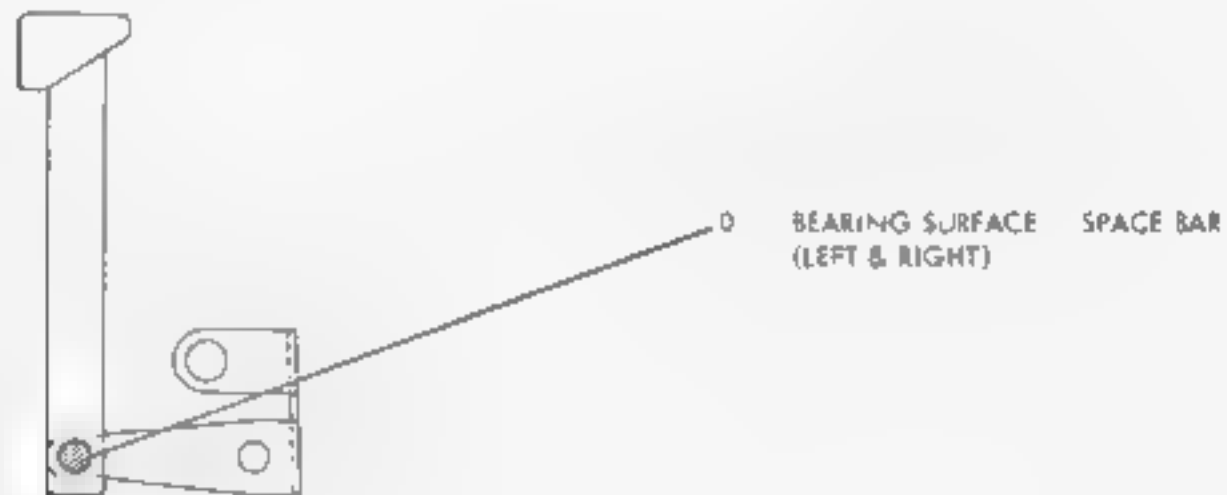
DOME CATCH

3. PERFORATOR TRANSMITTER

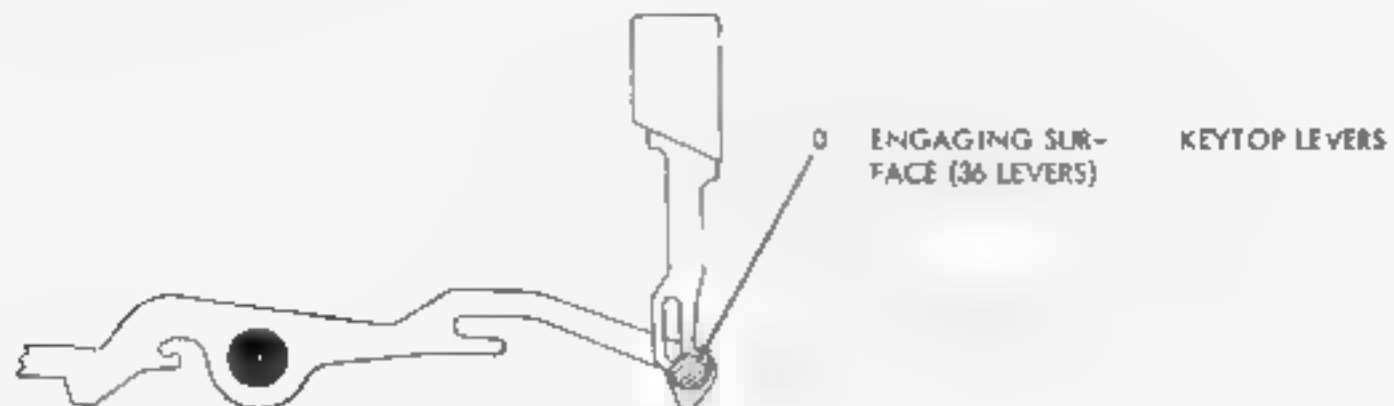
3.01 BEST PERFORATOR TRANSMITTER BOTTOM SIDE UP



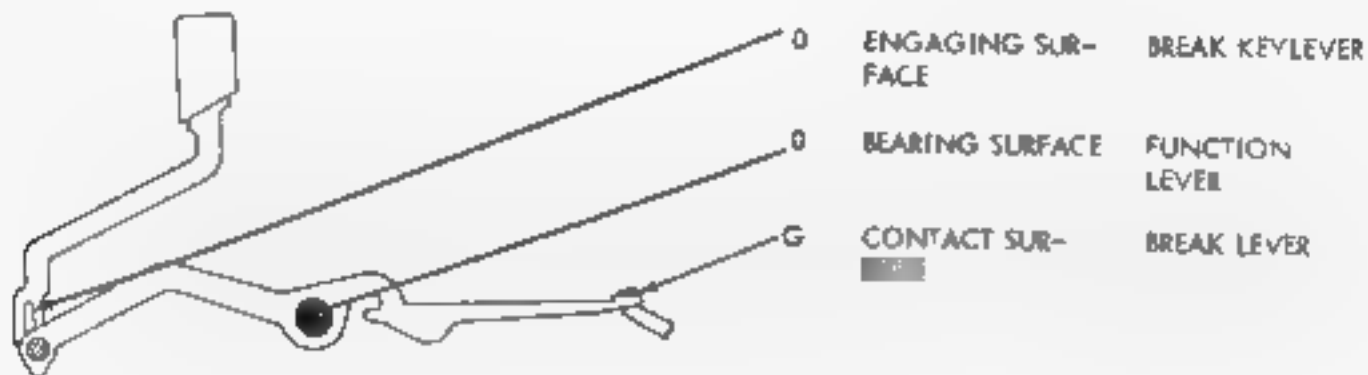
3.02 SPACE BAR MECHANISM



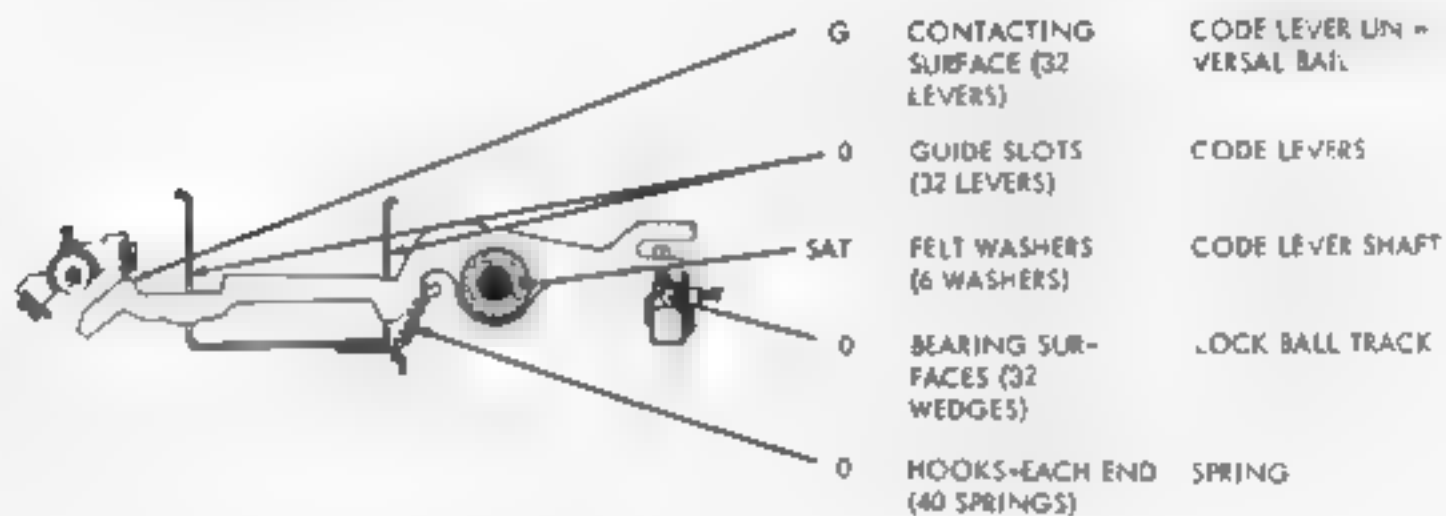
3.03 KEY LEVER MECHANISM



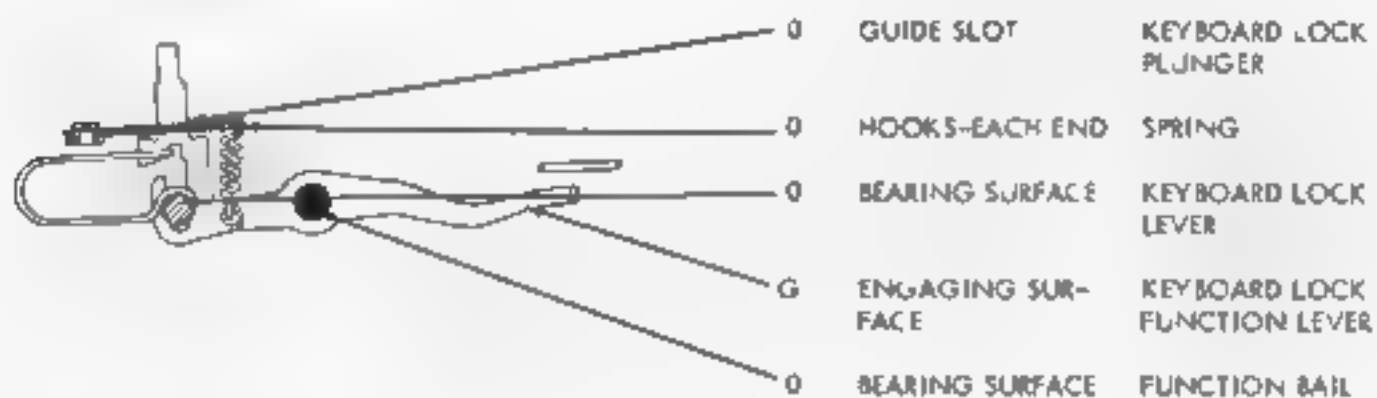
3.04 BREAK LEVER MECHANISM



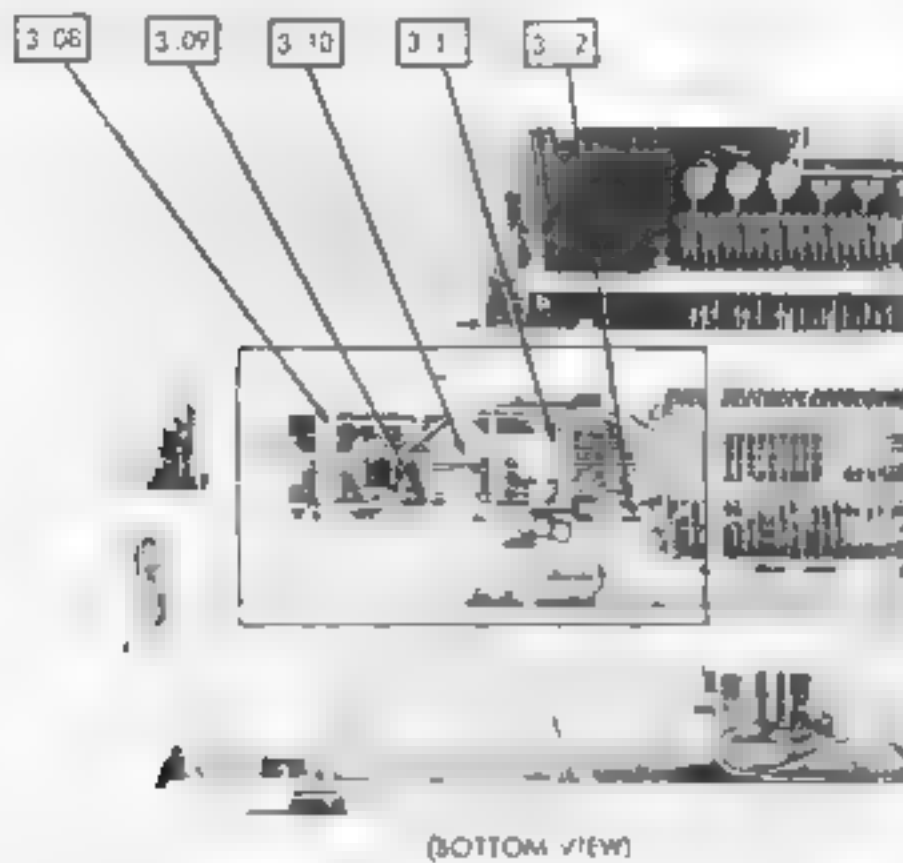
3.05 CODE LEVER MECHANISM



3.06 KEYBOARD LOCK MECHANISM



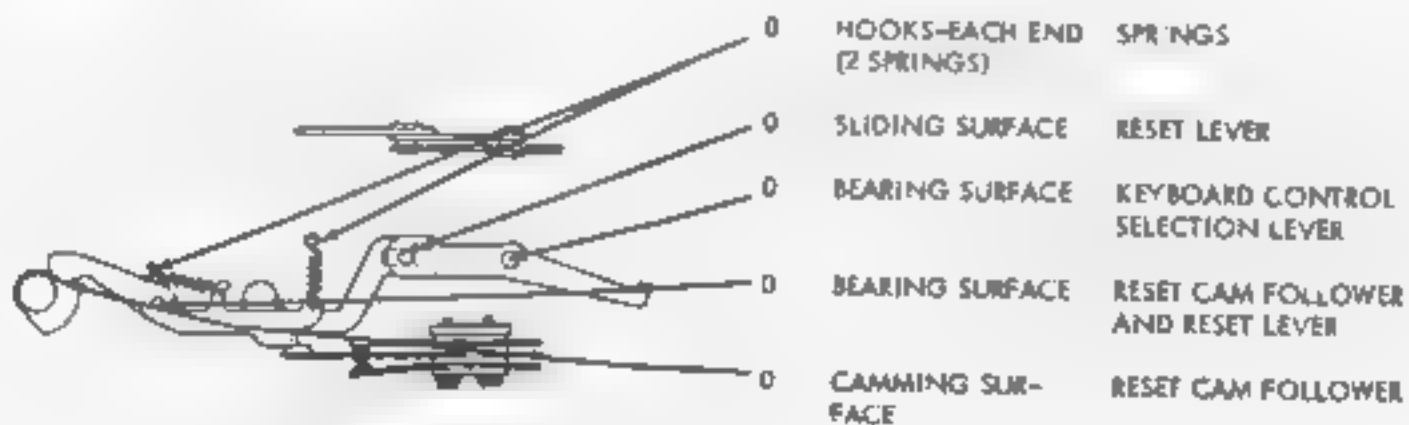
3.07 EXTENSION BASKET MECHANISM REST PERFORATOR TRANSMITTER BOTTOM SIDE UP



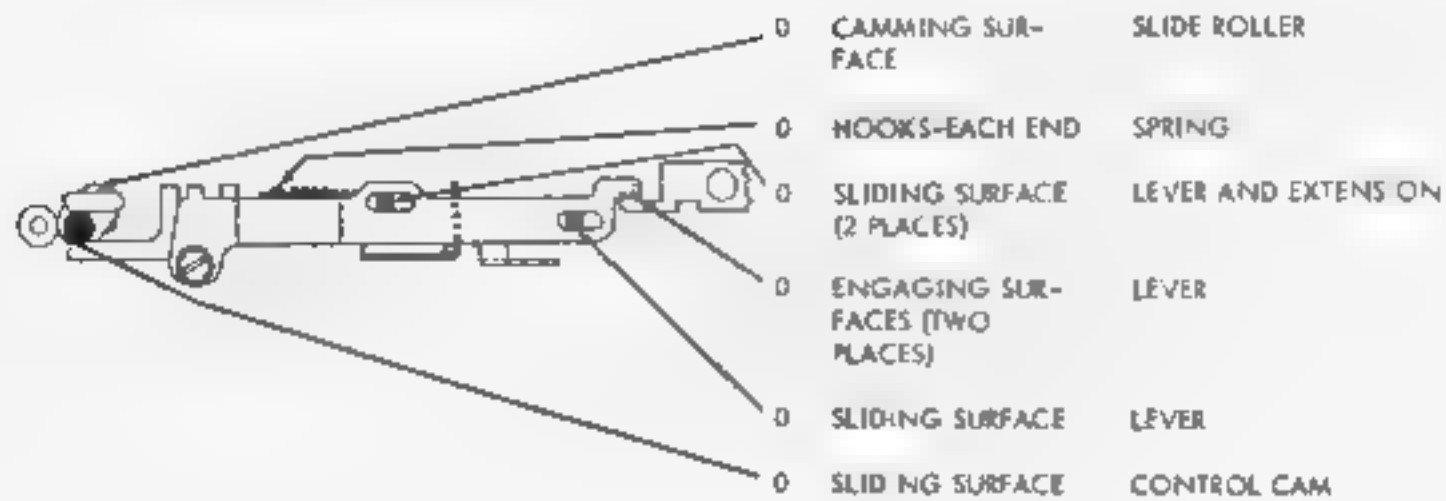
3.08 DETENT LEVER MECHANISM



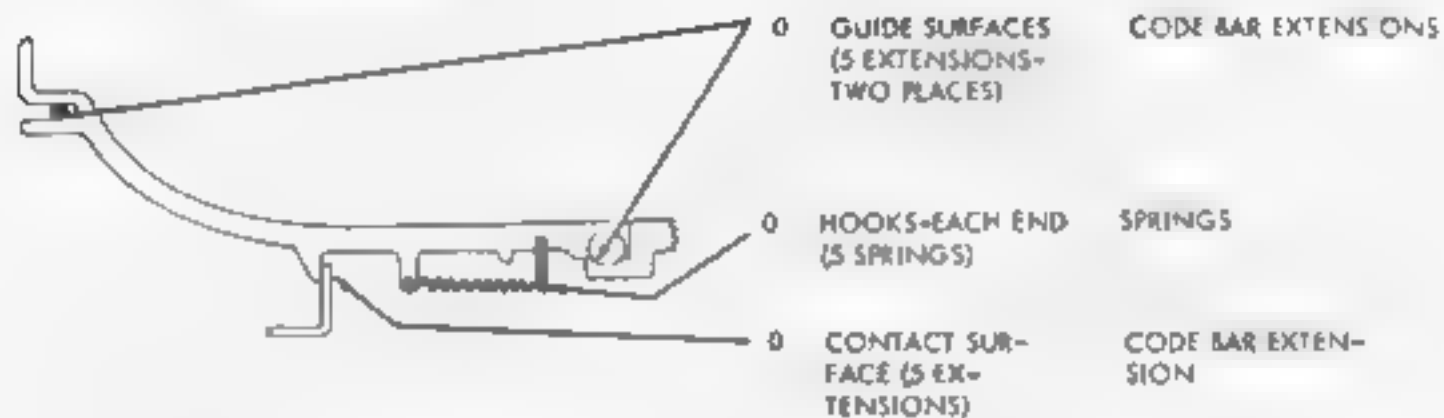
3.09 SELECTION LEVER MECHANISM



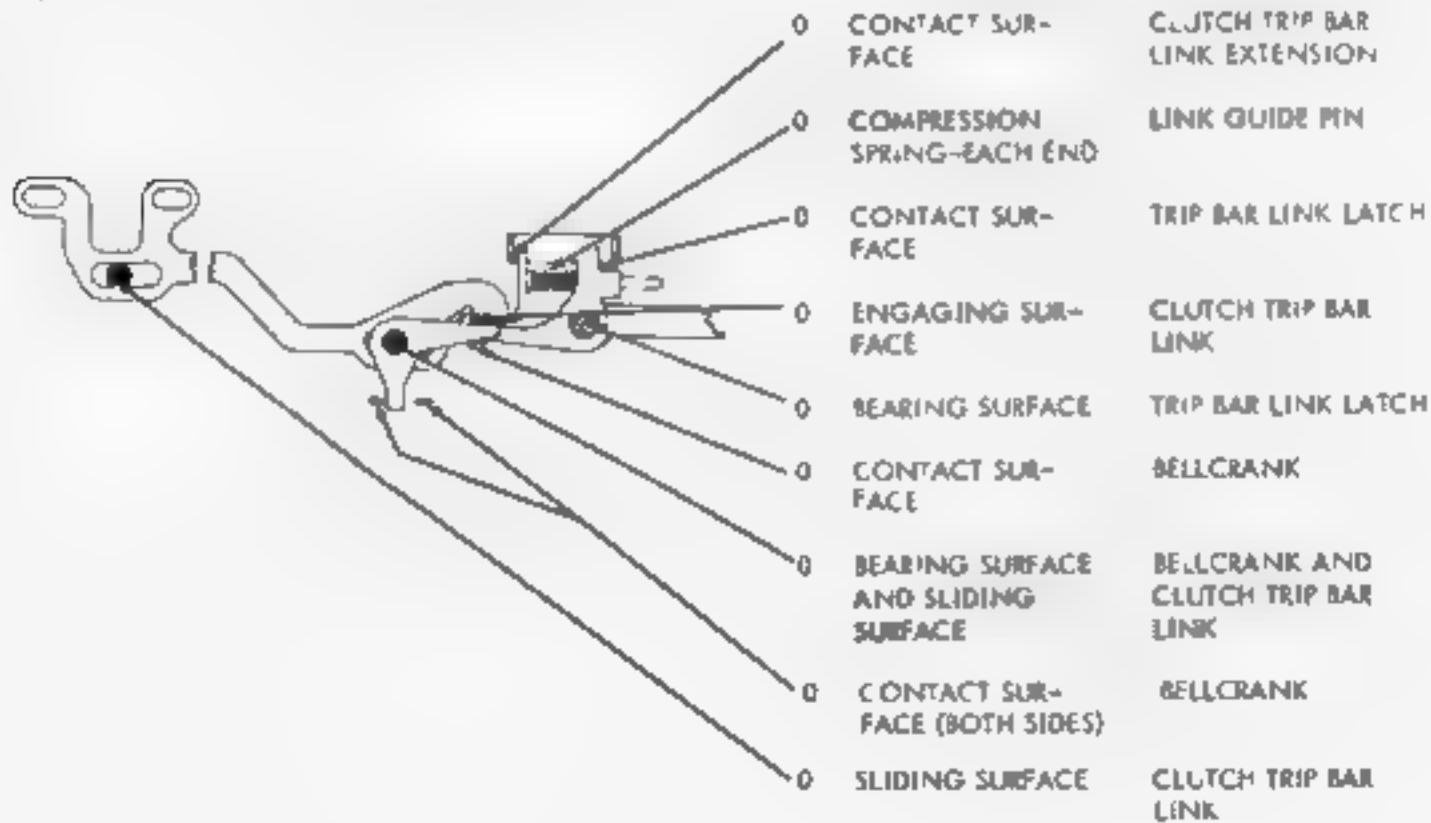
3.10 CODE BAR EXTENSION BAIL MECHANISM



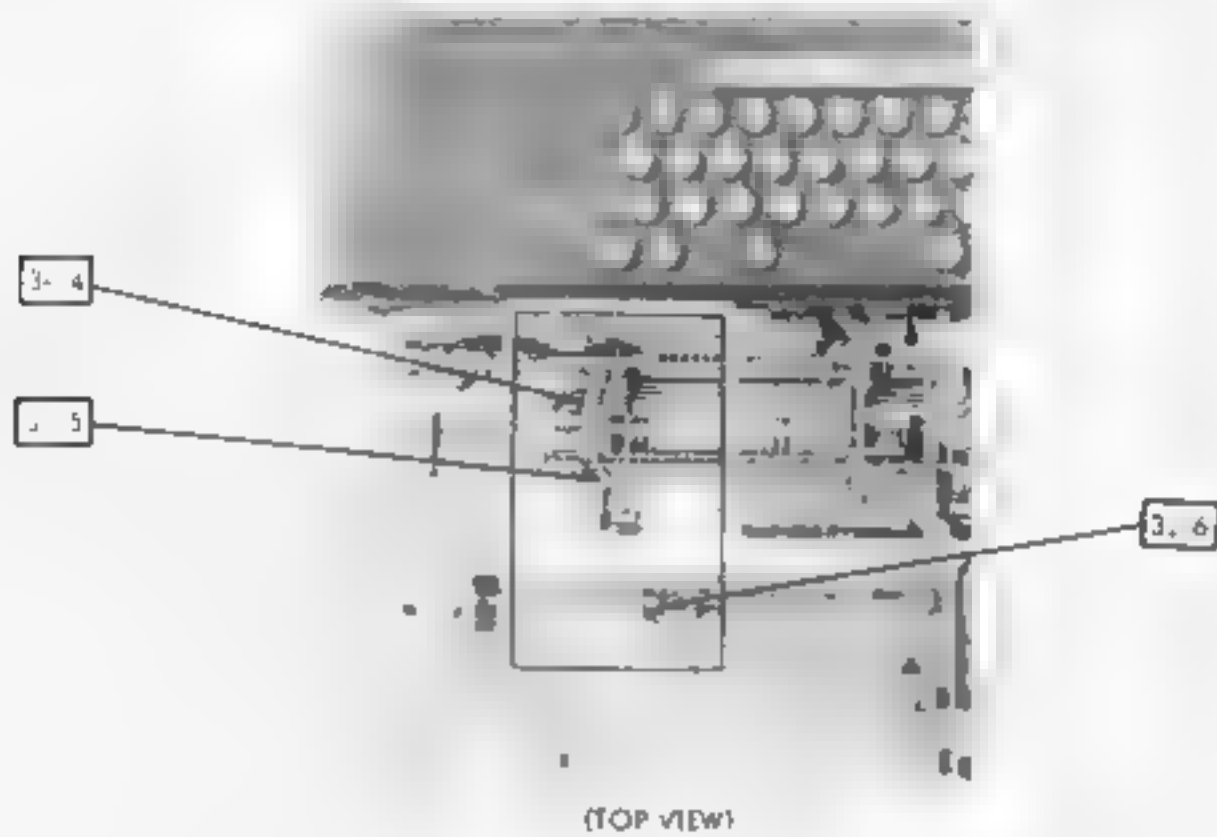
3.11 CODE BAR EXTENSION MECHANISM



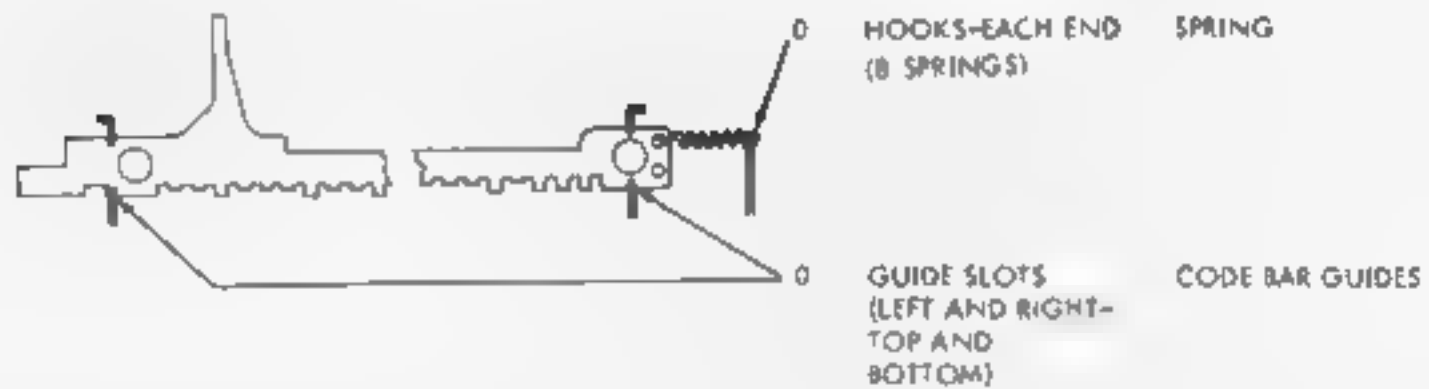
3.12 CLUTCH TRIP BAR LINK MECHANISM



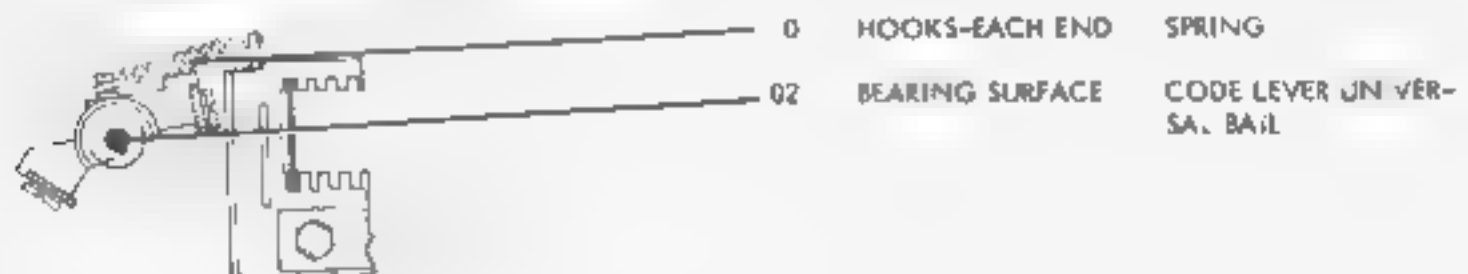
3.13 REST PERFORATOR TRANSMITTER IN UPRIGHT POSITION



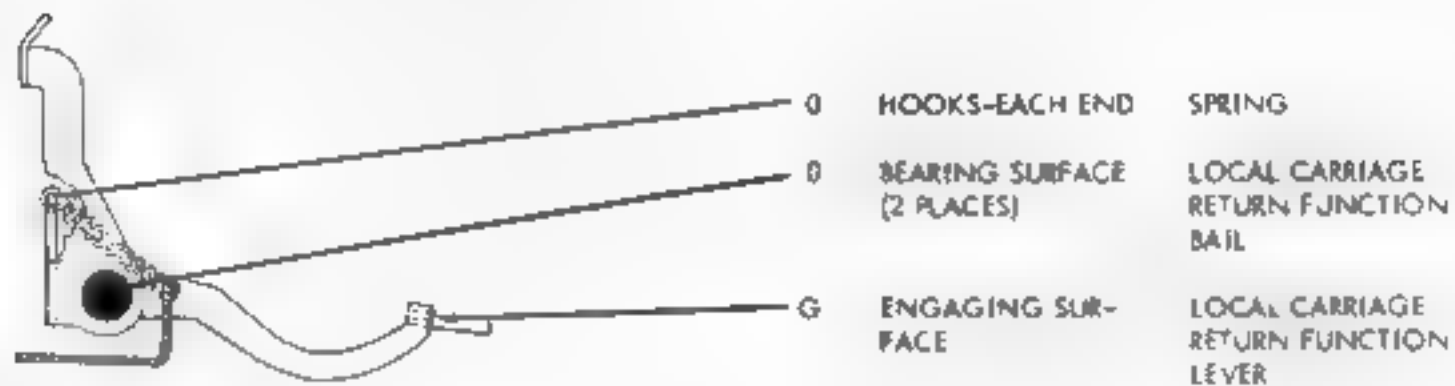
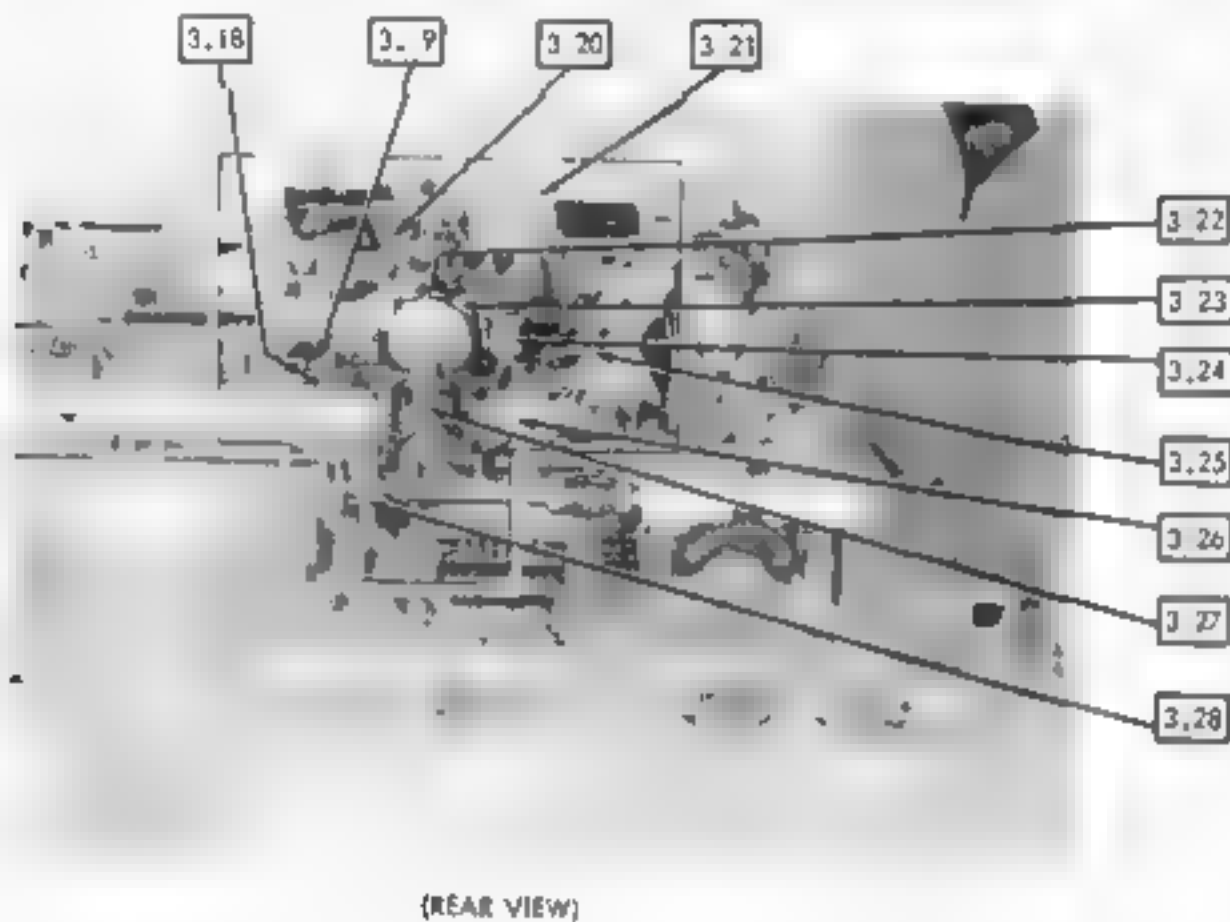
3.14 CODE BAR MECHANISM



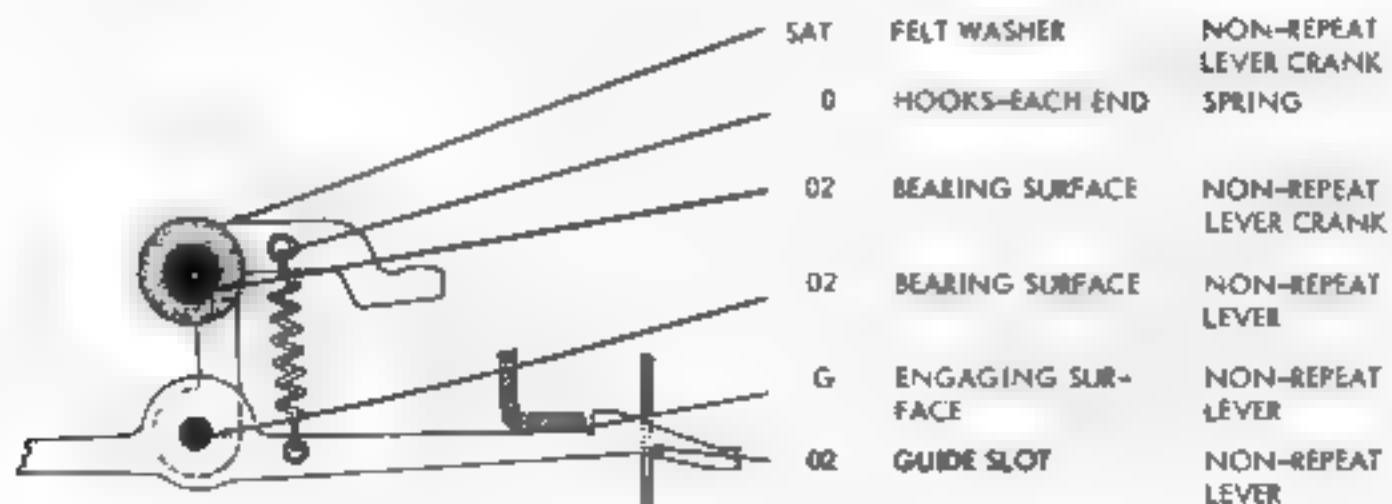
3.15 CODE LEVER UNIVERSAL BAIL MECHANISM



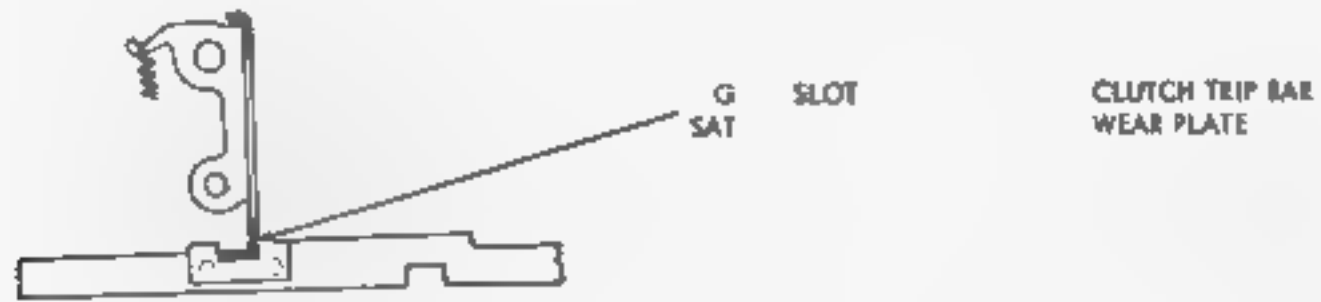
3.16 LOCAL CARRIAGE RETURN MECHANISM

3.17 SIGNAL GENERATOR MECHANISM
REST PERFORATOR TRANSMITTER IN UPRIGHT POSITION

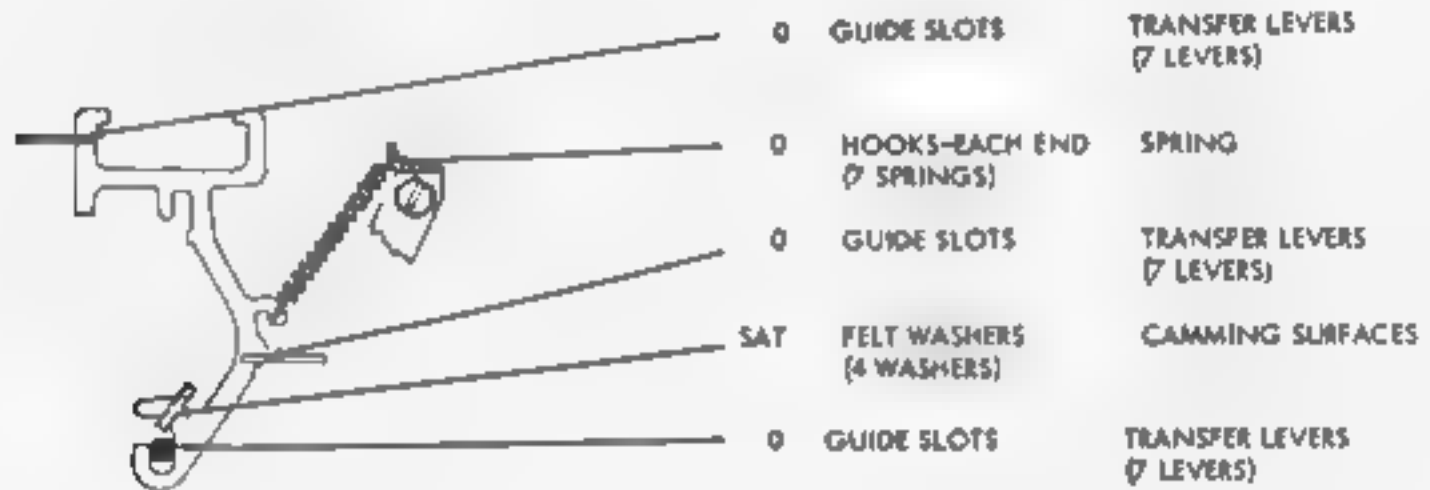
3.18 NON-REPEAT LEVER MECHANISM



3.19 CLUTCH TRIP BAR MECHANISM



3.20 TRANSFER LEVER MECHANISM

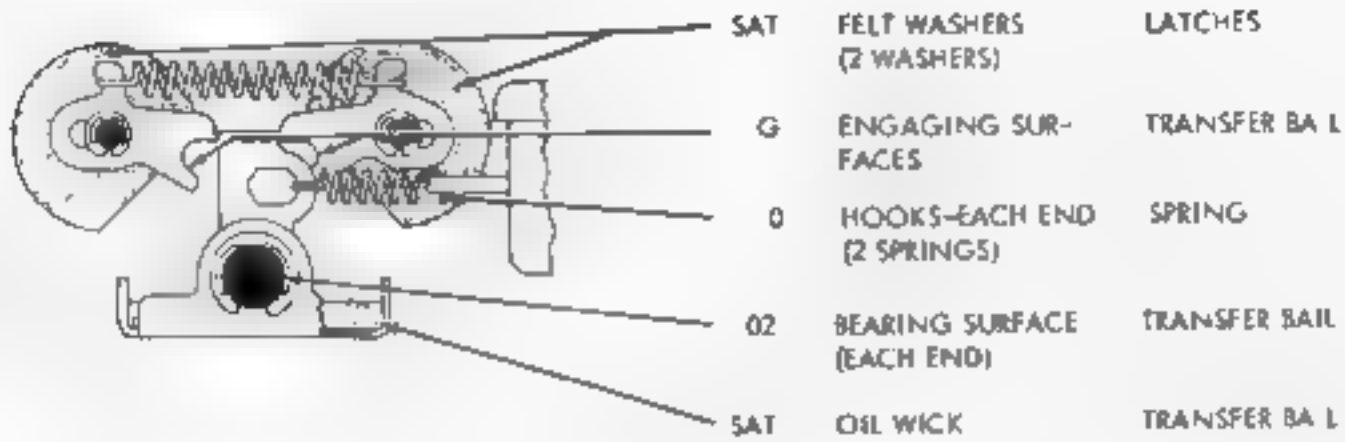


3.21 CONTACT BOX

DISASSEMBLY: REMOVE NUT AND LOCK WASHER SECURING CONTACT BOX COVER AND REMOVE COVER.



3 22 TRANSFER BAIL MECHANISM



3 23 KEYBOARD CLUTCH MECHANISM



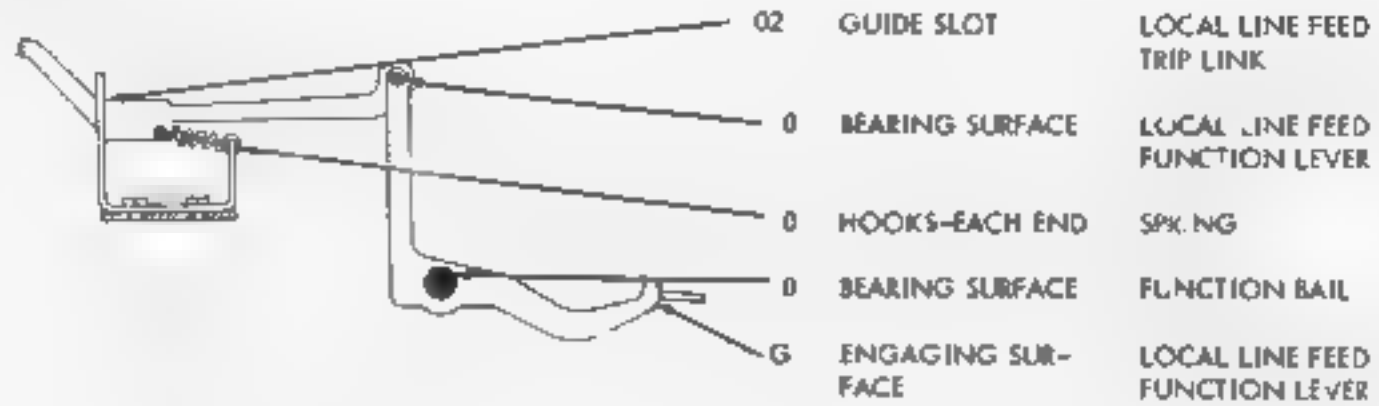
3 24 LOCK BAR LATCH MECHANISM



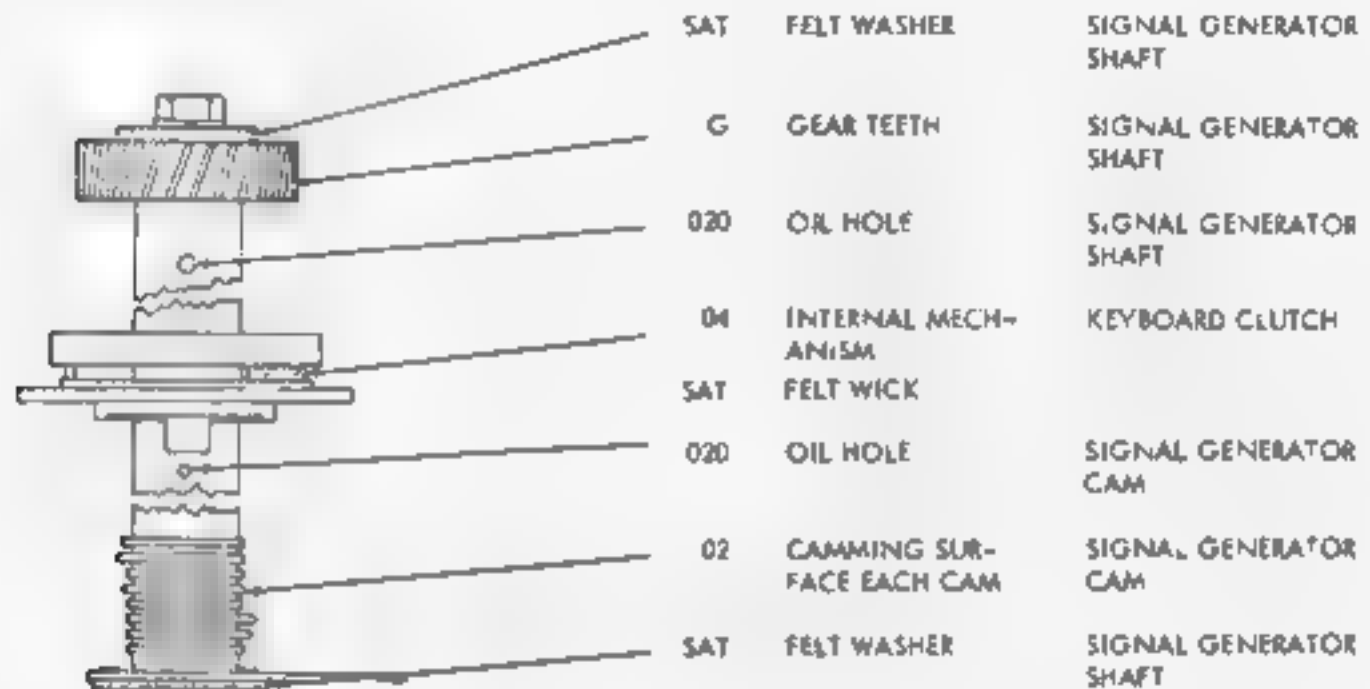
3 25 MARGIN INDICATING MECHANISM



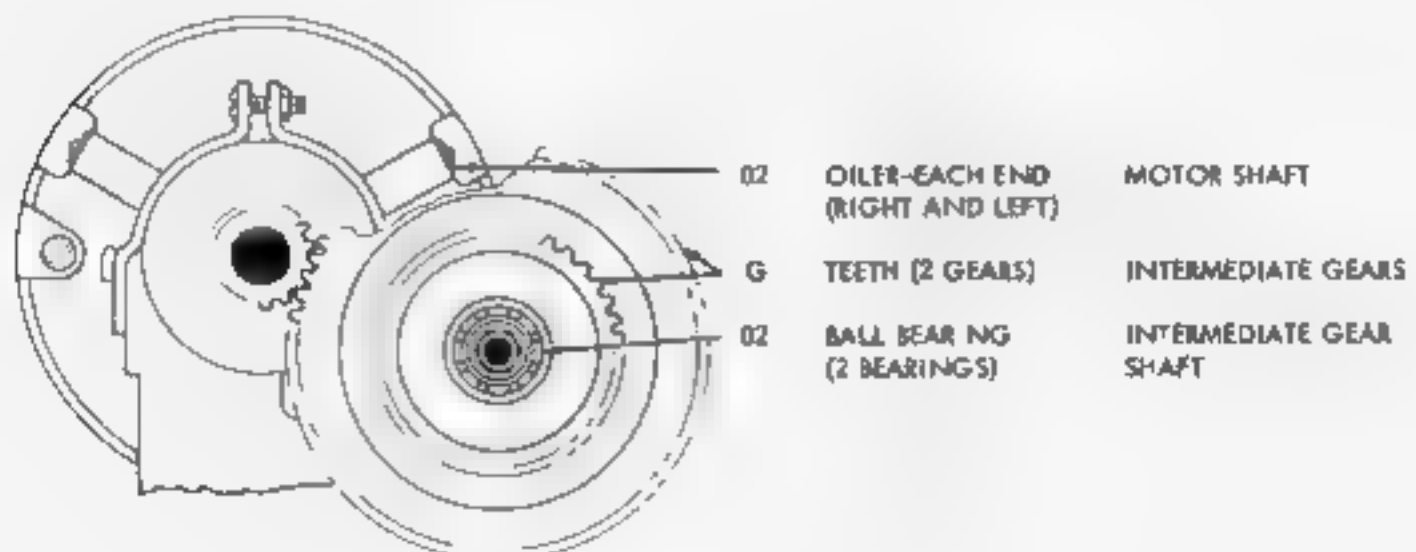
3.26 LOCAL LINE FEED MECHANISM



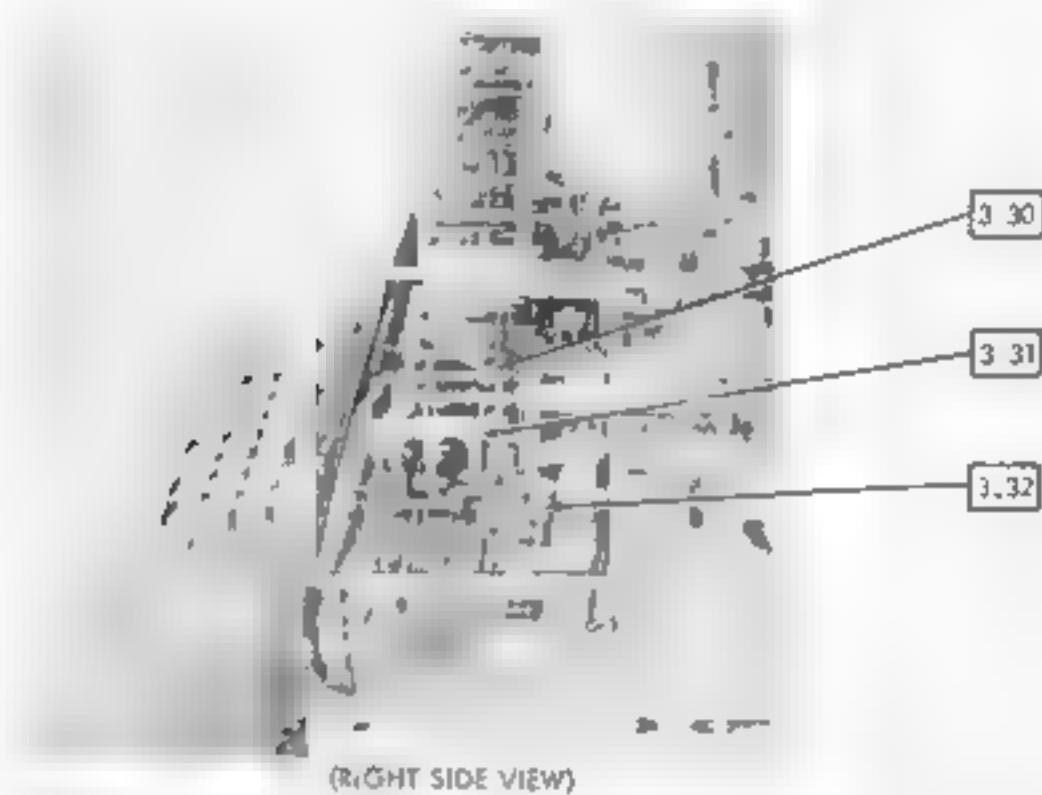
3.27 KEYBOARD SHAFT MECHANISM



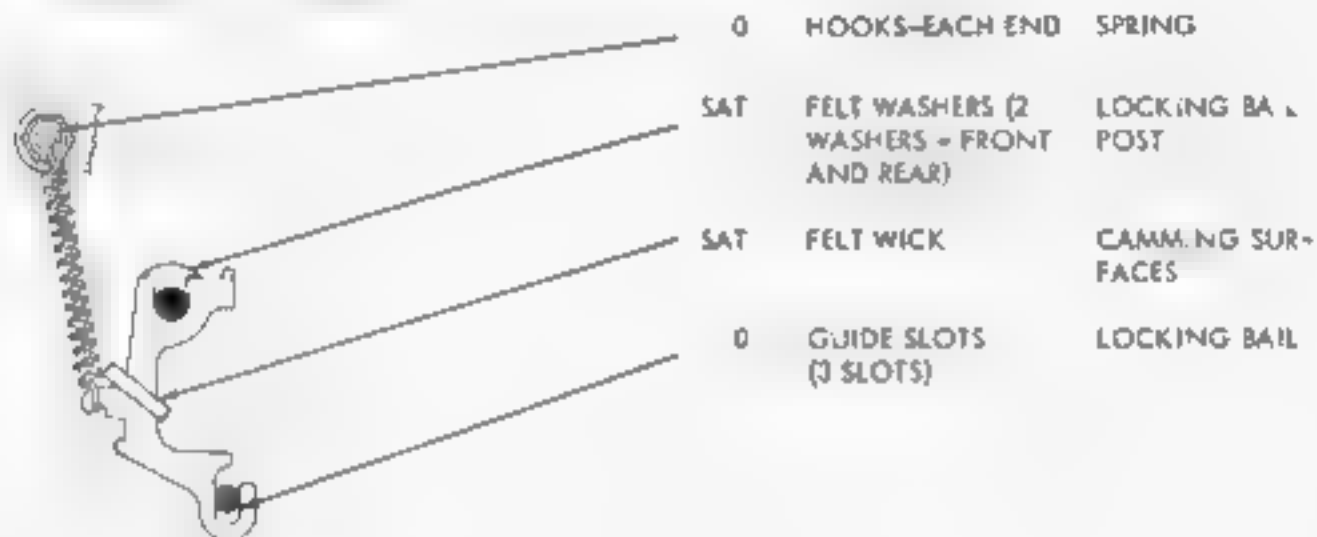
3.28 INTERMEDIATE GEAR MECHANISM



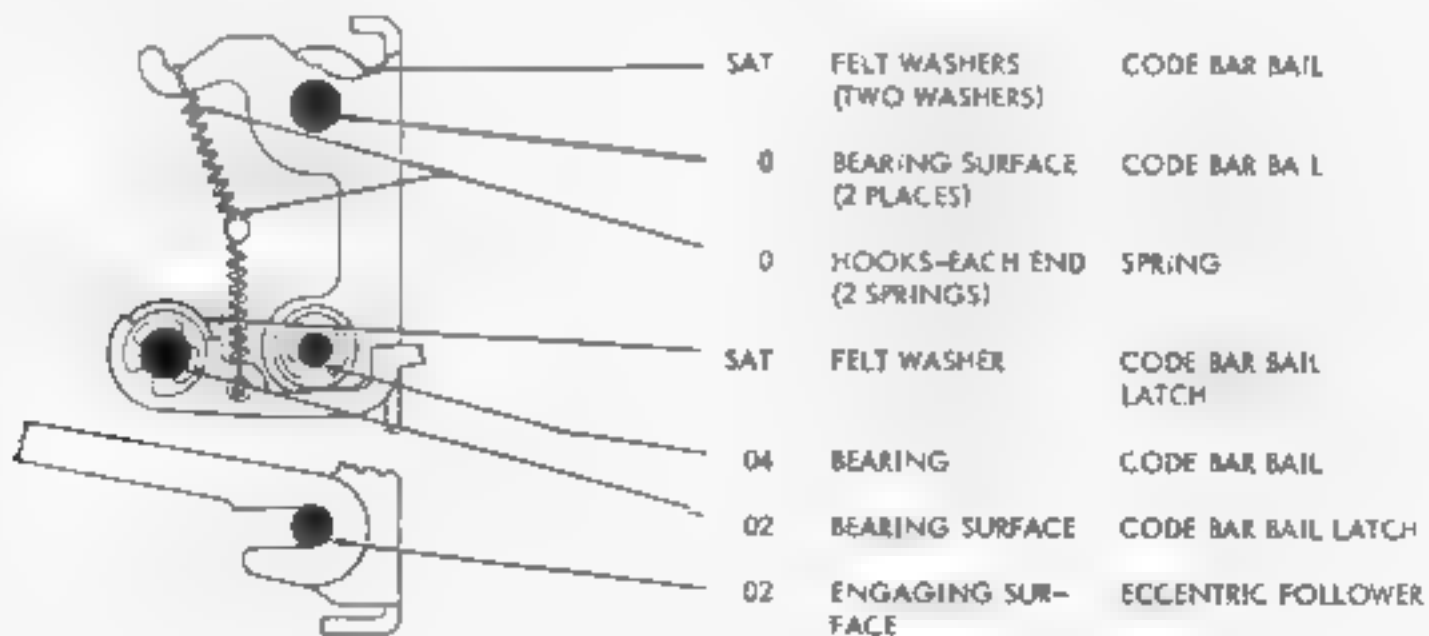
3 29 SIGNAL GENERATOR MECHANISM (continued) REST PERFORATOR TRANSMITTER IN UPRIGHT POSITION



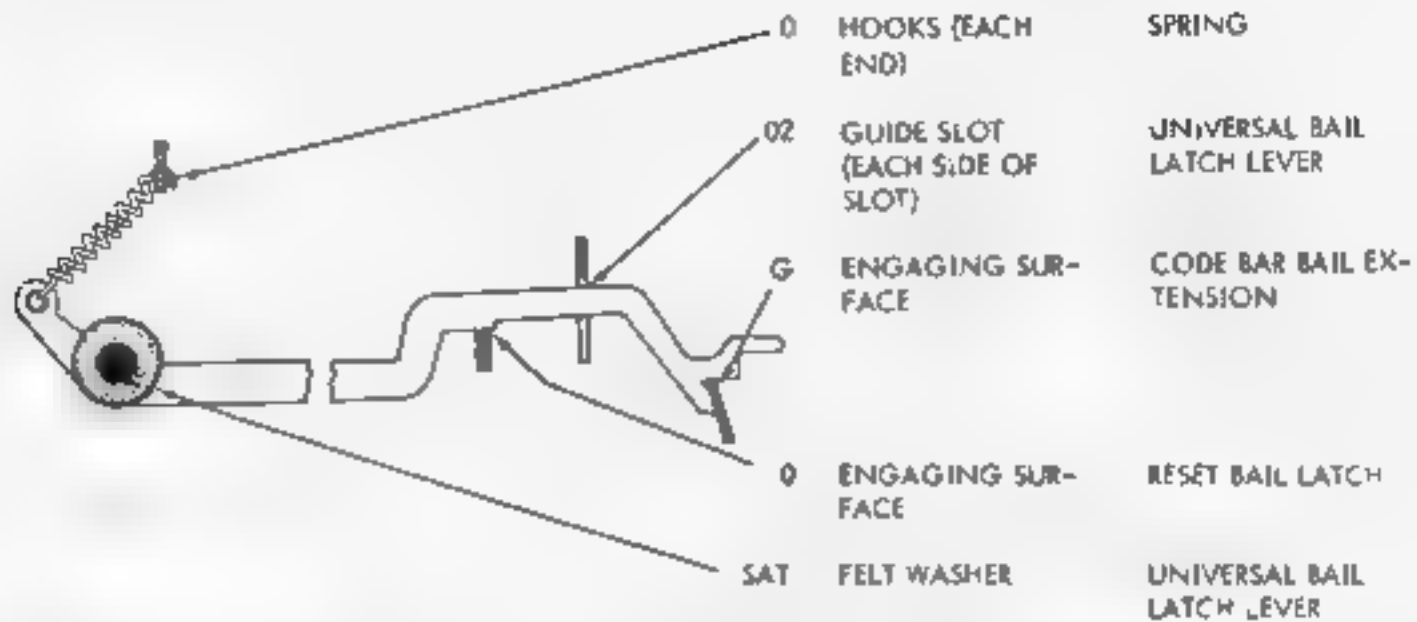
3 30 LOCKING BAIL MECHANISM



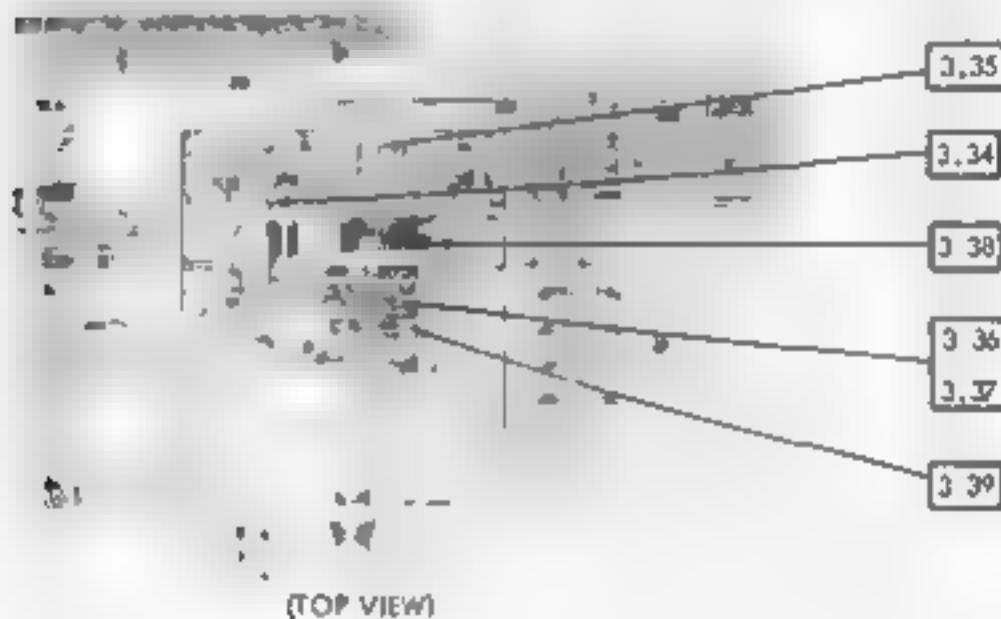
3 31 CODE BAR BAIL MECHANISM



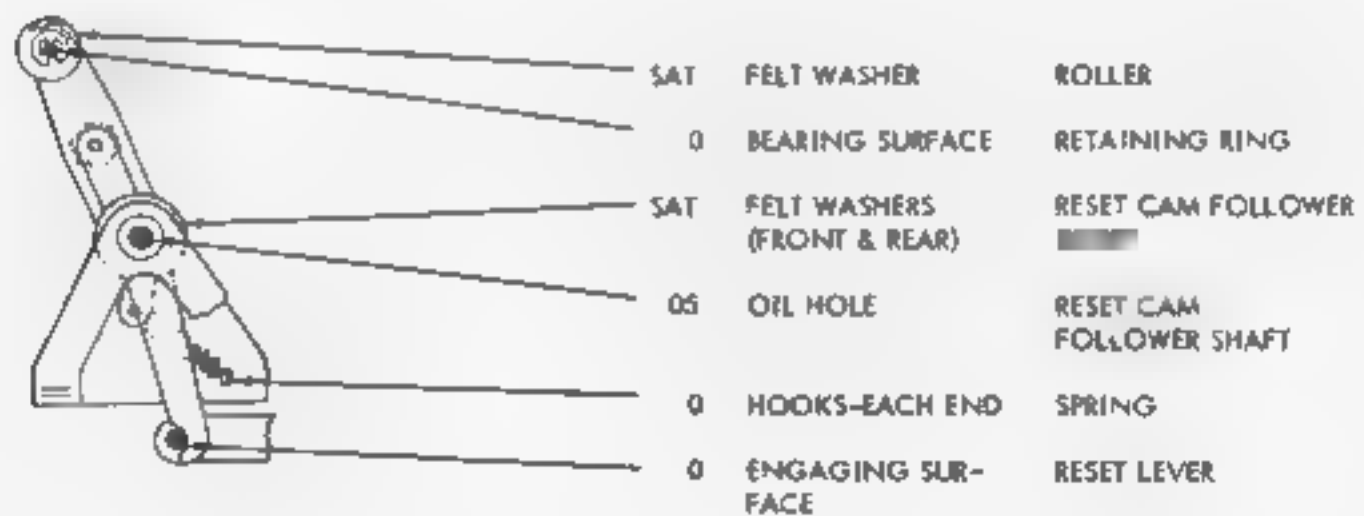
3.32 UNIVERSAL BAIL LATCH LEVER MECHANISM



3.33 PERFORATOR MECHANISM RESET PERFORATOR MECHANISM IN UPRIGHT POSITION



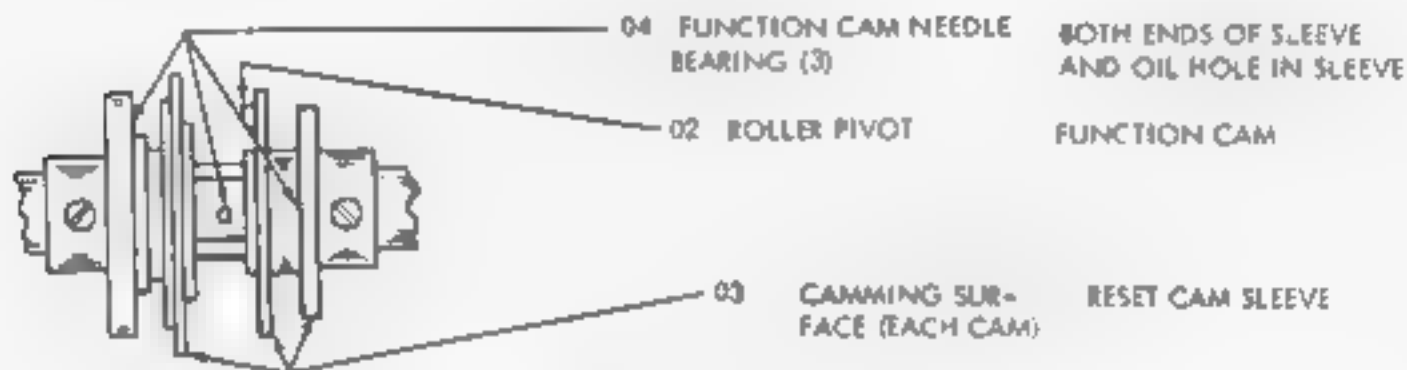
3.34 RESET CAM FOLLOWER MECHANISM



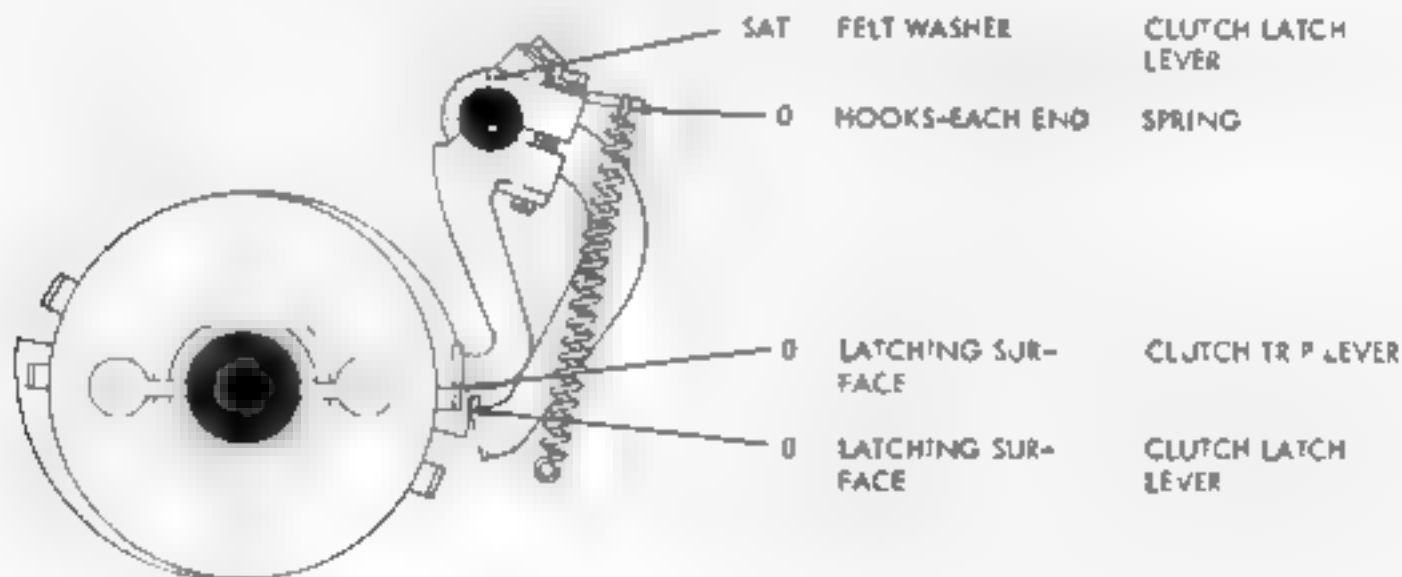
3.35 PERFORATOR CLUTCH DRIVING SHAFT MECHANISM (NON-TYPING ONLY)



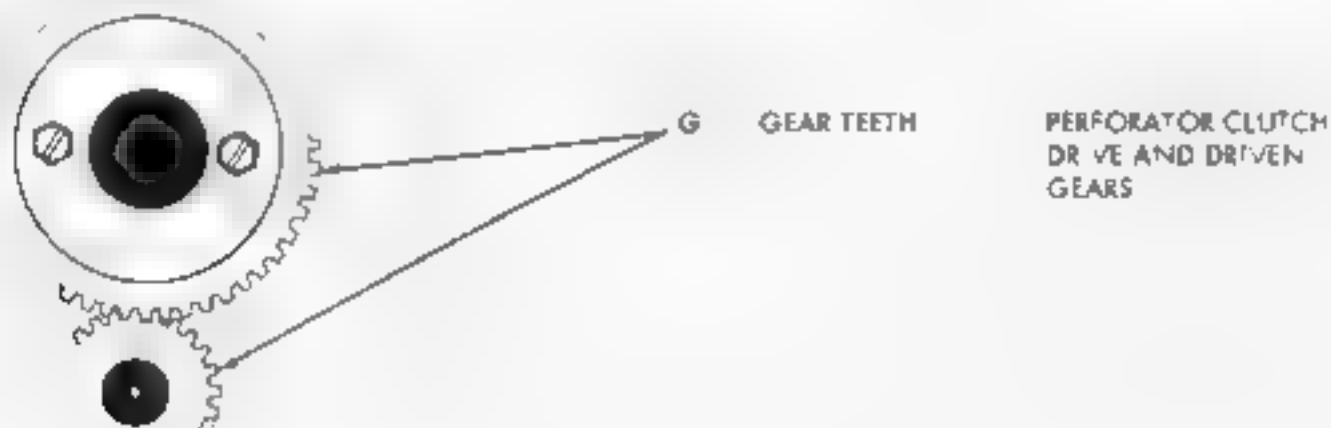
3.36 PERFORATOR CLUTCH AND RESET CAM MECHANISM



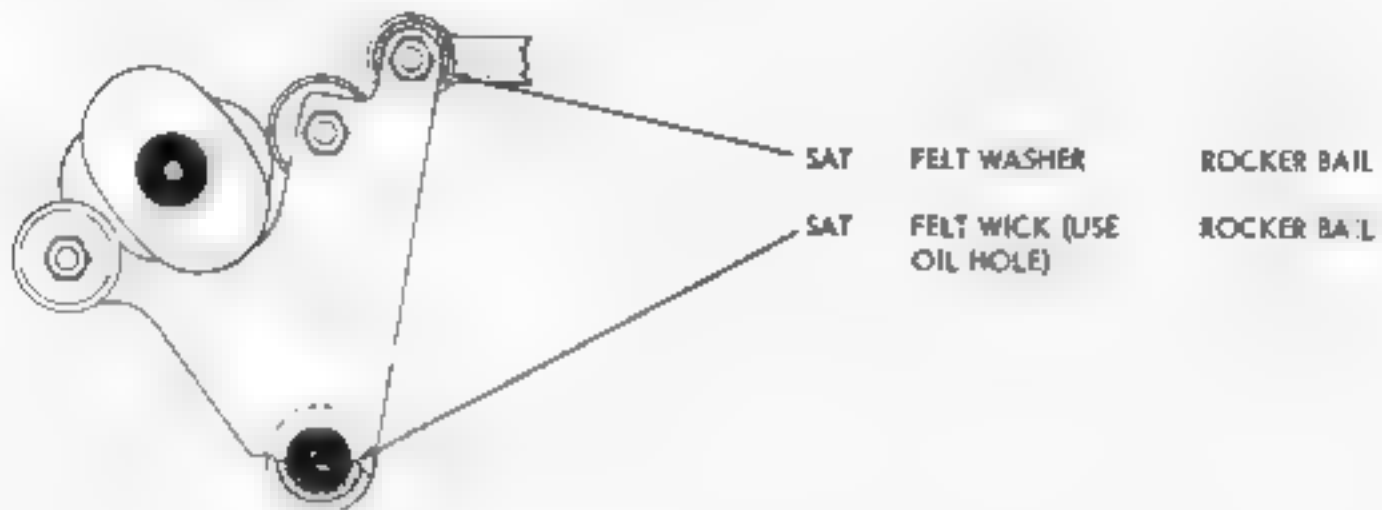
3.37 PERFORATOR CLUTCH MECHANISM (NON-TYPING ONLY)



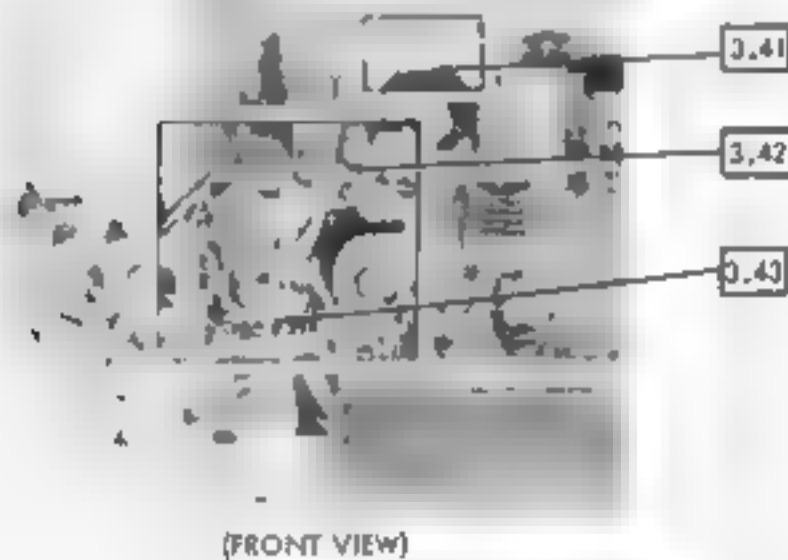
3.38 PERFORATOR CLUTCH GEAR MECHANISM (NON-TYPING ONLY)



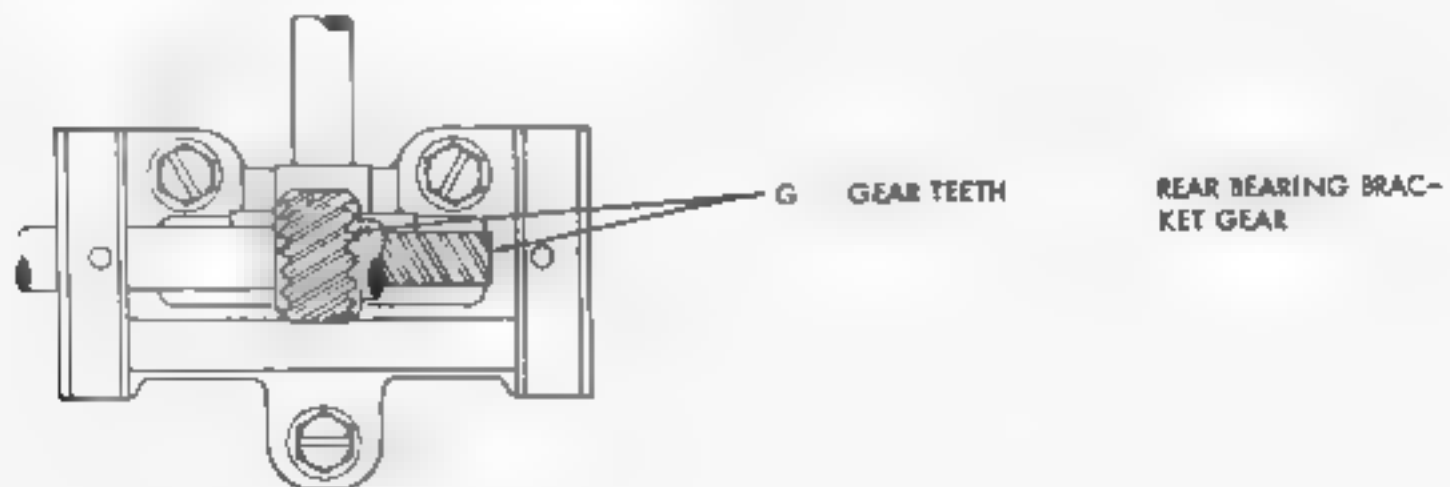
3.39 ROCKER BAIL MECHANISM (NON-TYPING ONLY)



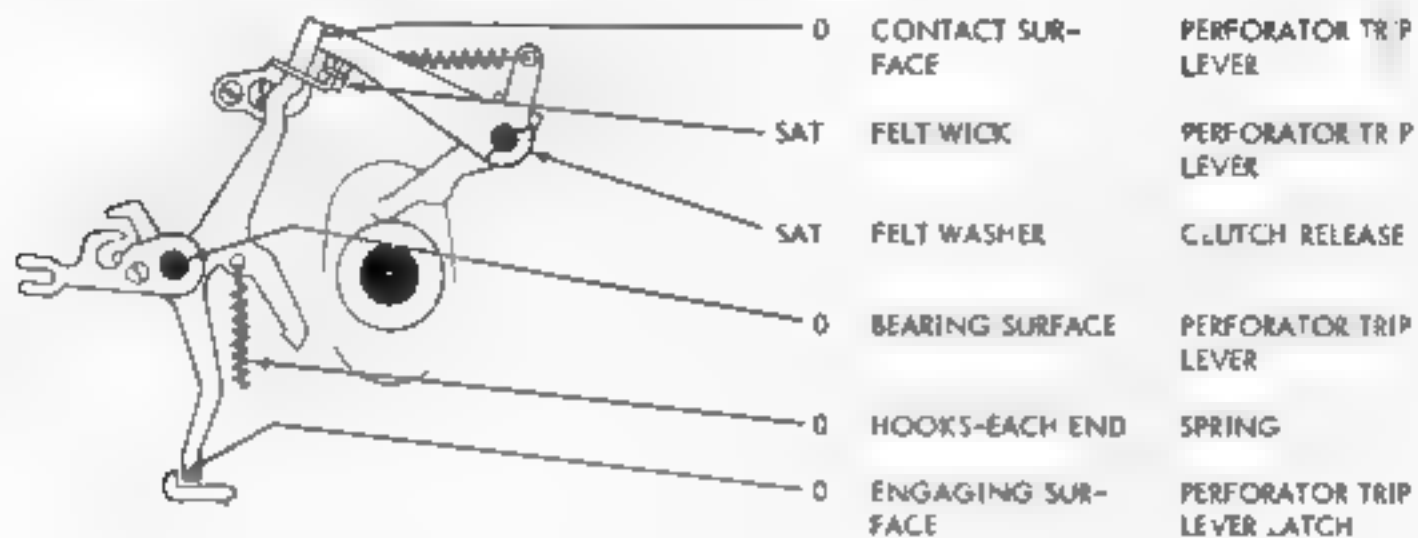
3.40 PERFORATOR MECHANISM (continued) REST PERFORATOR TRANSMITTER IN UPRIGHT POSITION



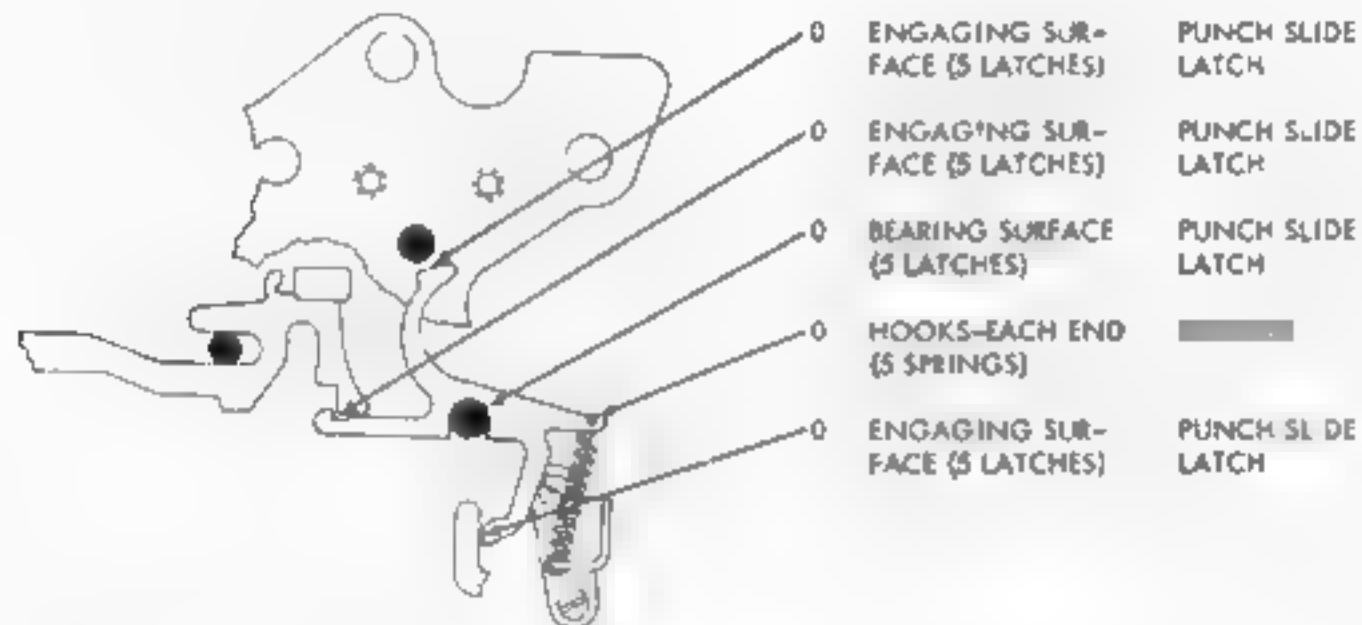
3.41 REAR BEARING BRACKET GEAR MECHANISM



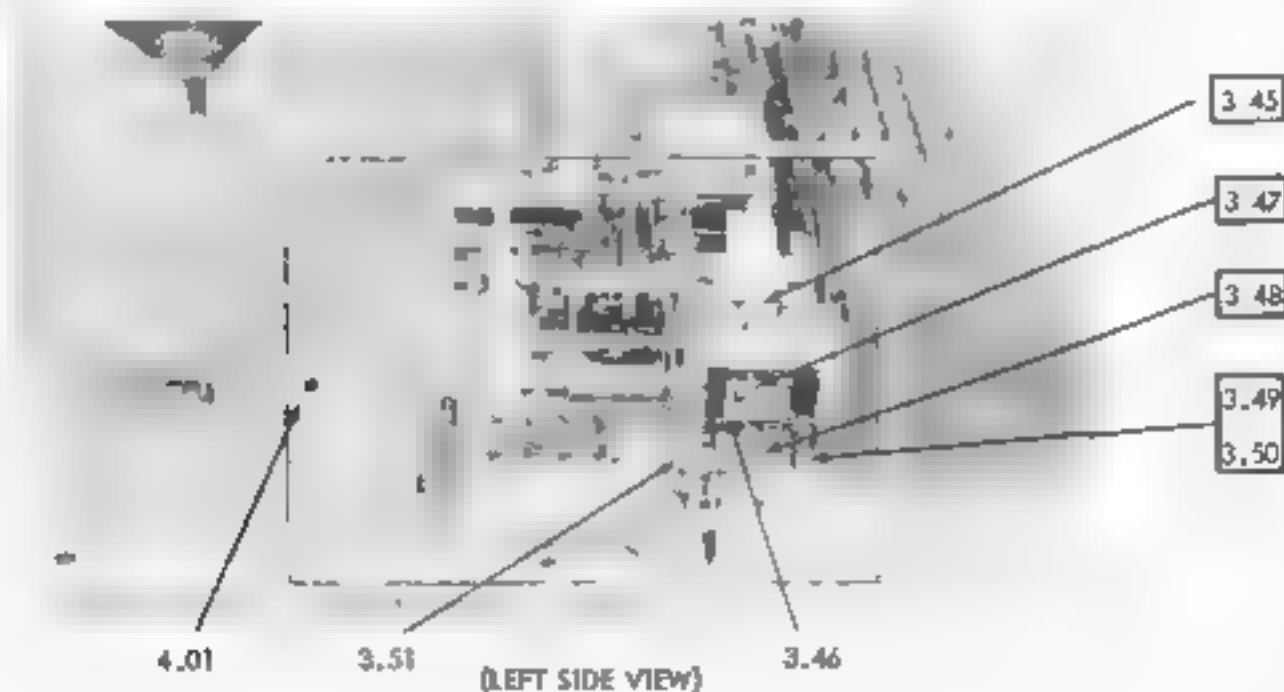
3.42 PERFORATOR TRIP LEVER MECHANISM (NON-TYPING ONLY)



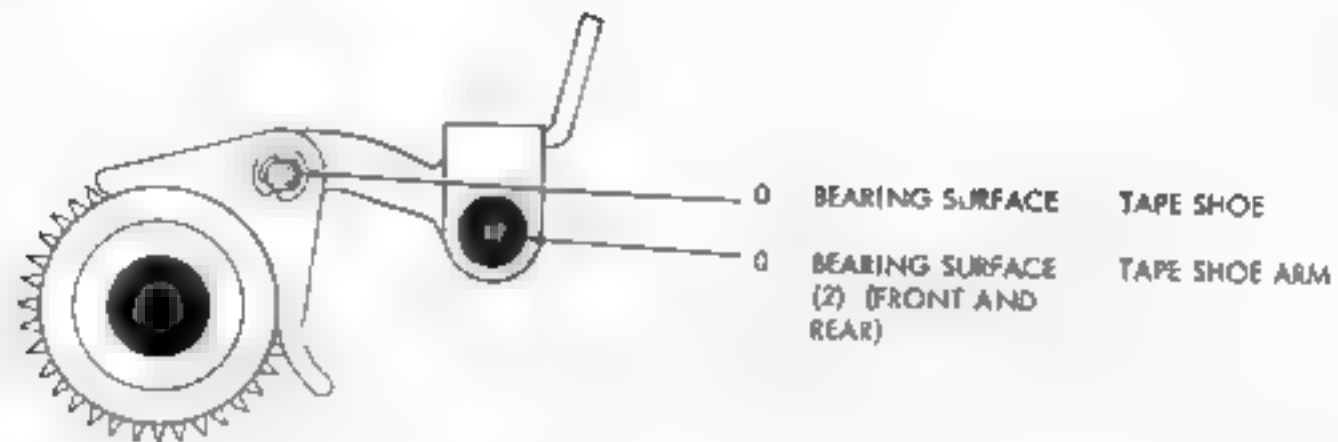
3.43 PUNCH SLIDE LATCH MECHANISM



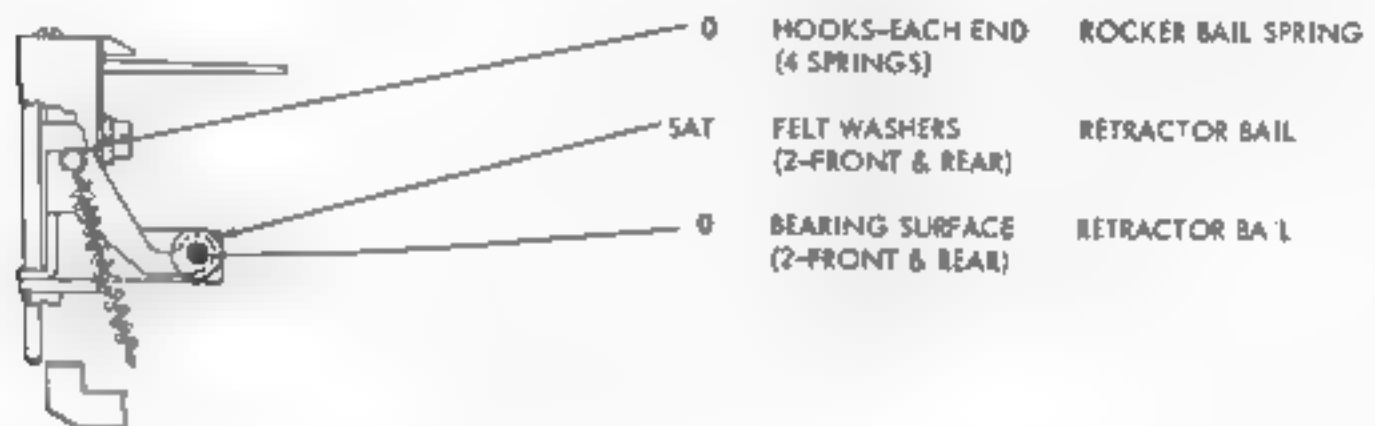
3.44 PUNCH MECHANISM REST- REST PERFORATOR TRANSMITTER IN UPRIGHT POSITION



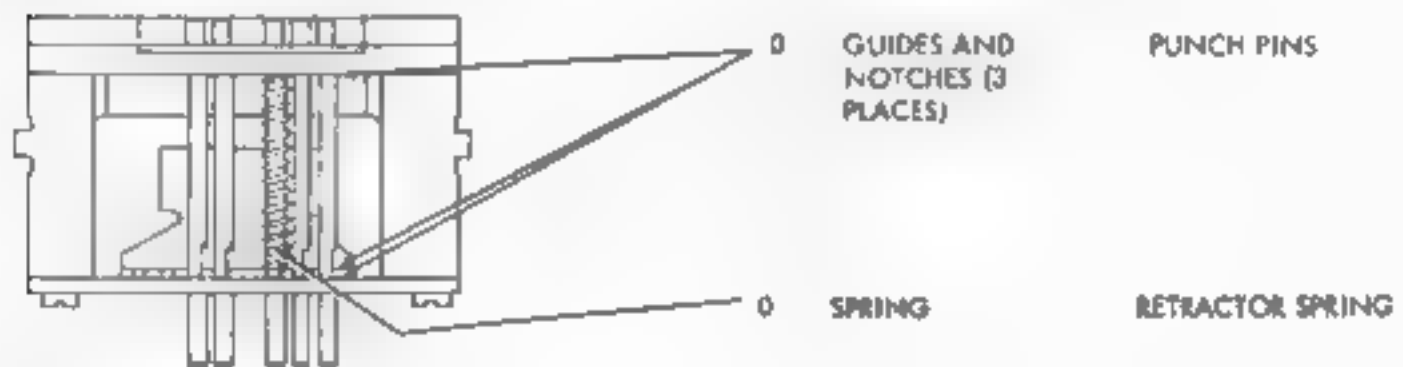
3.45 TAPE SHOE ARM MECHANISM



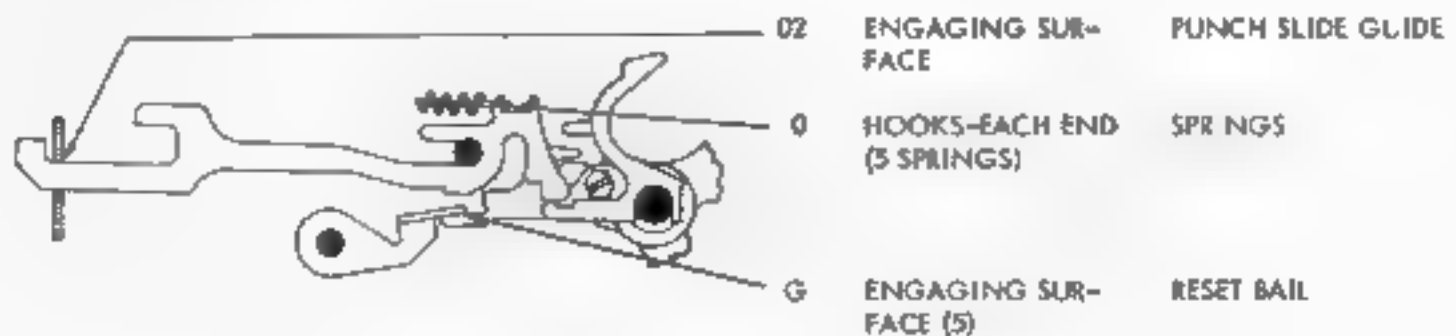
3.46 RETRACTOR BAIL MECHANISM



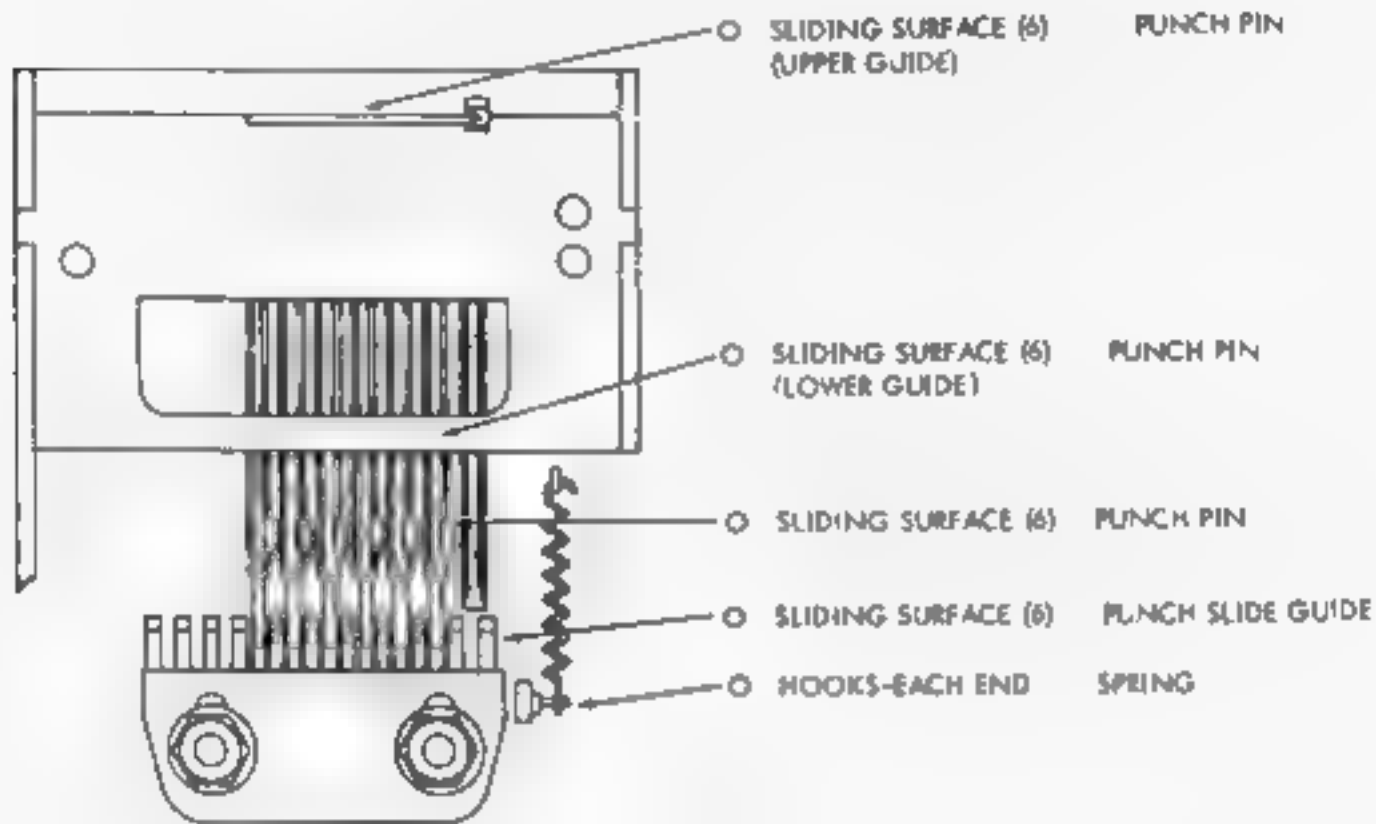
3.47 PUNCH PIN MECHANISM



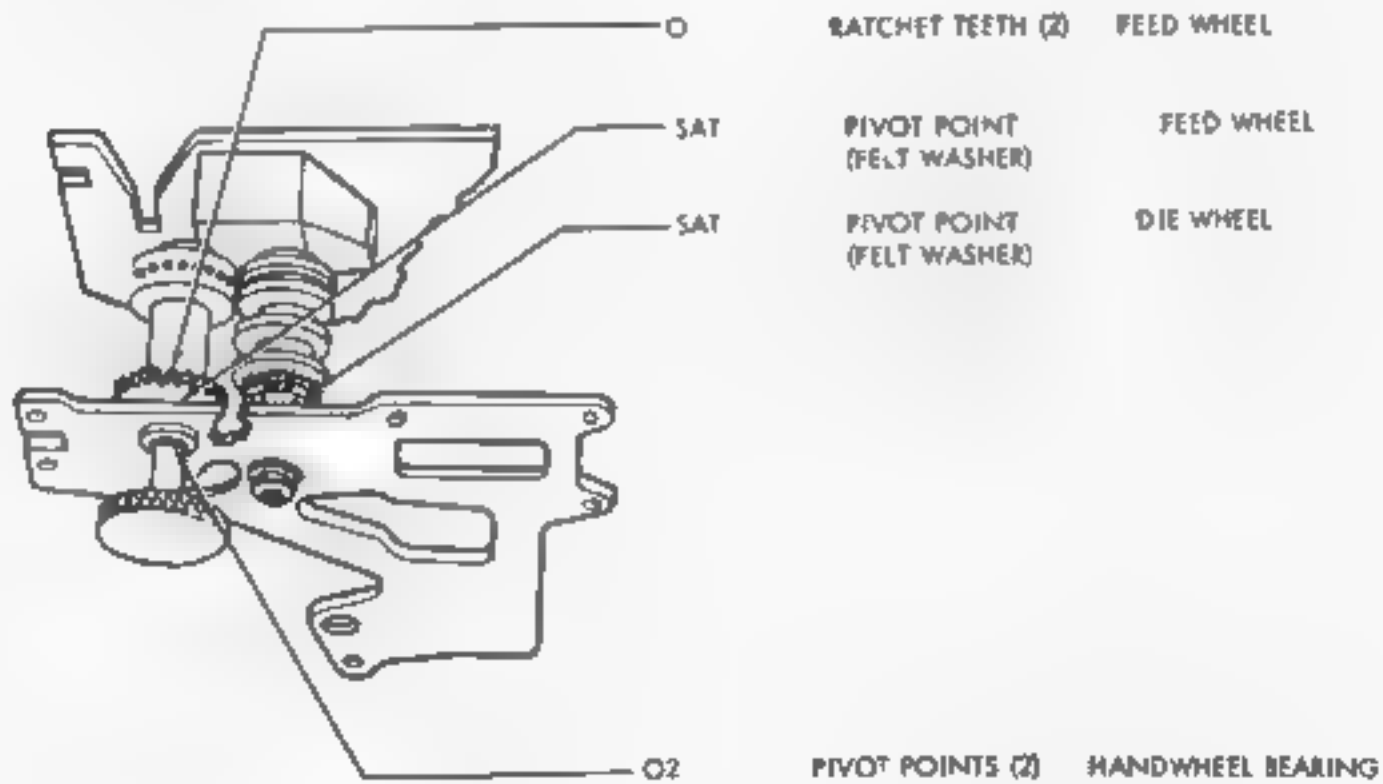
3.48 PUNCH SLIDE MECHANISM



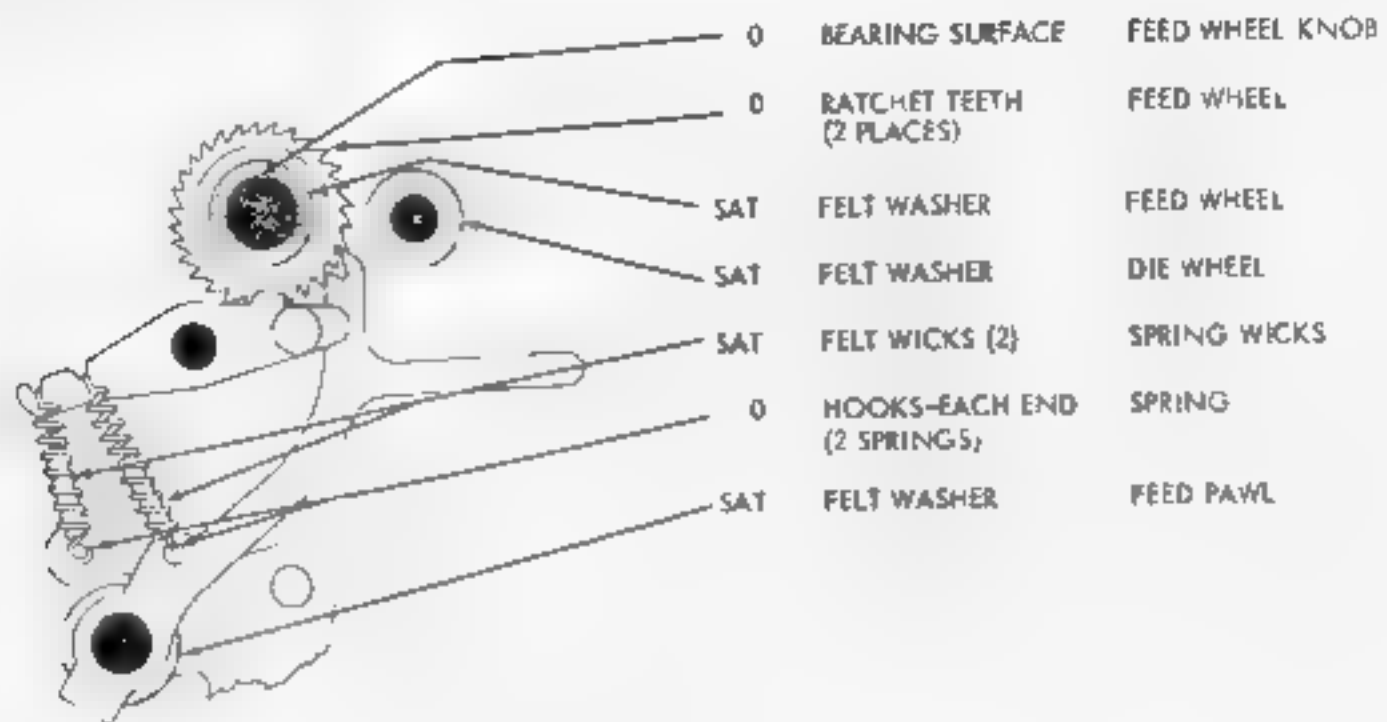
3.48 PERFORATED MECHANISM FOR FULLY PERFORATED TAPE



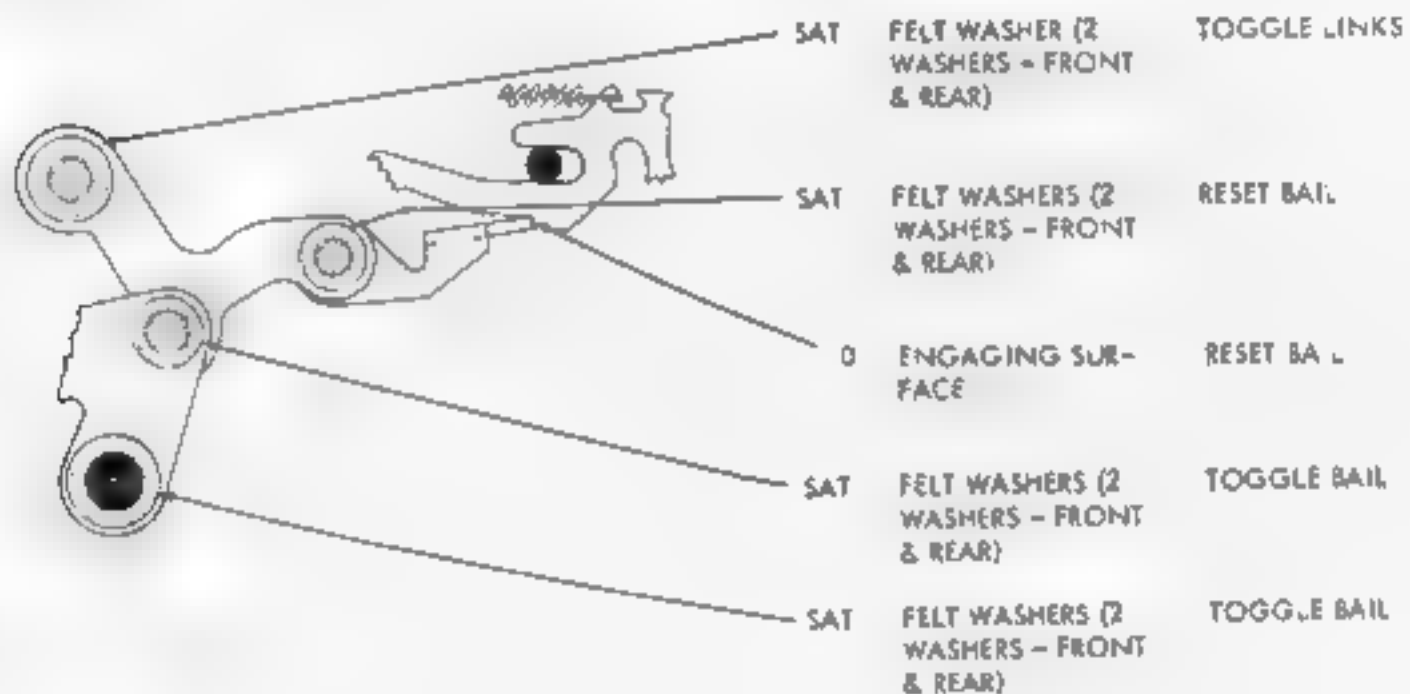
3.45 PERFORATOR MECHANISM



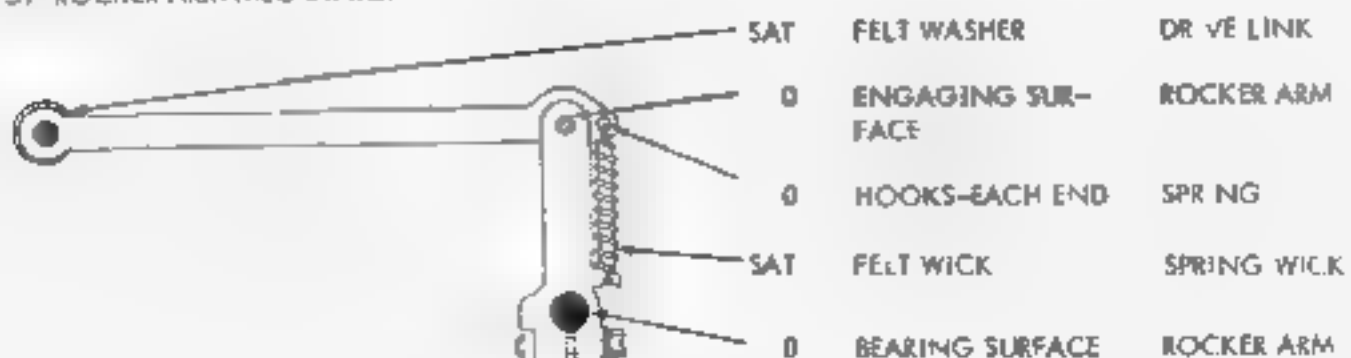
3.49 FEED WHEEL MECHANISM



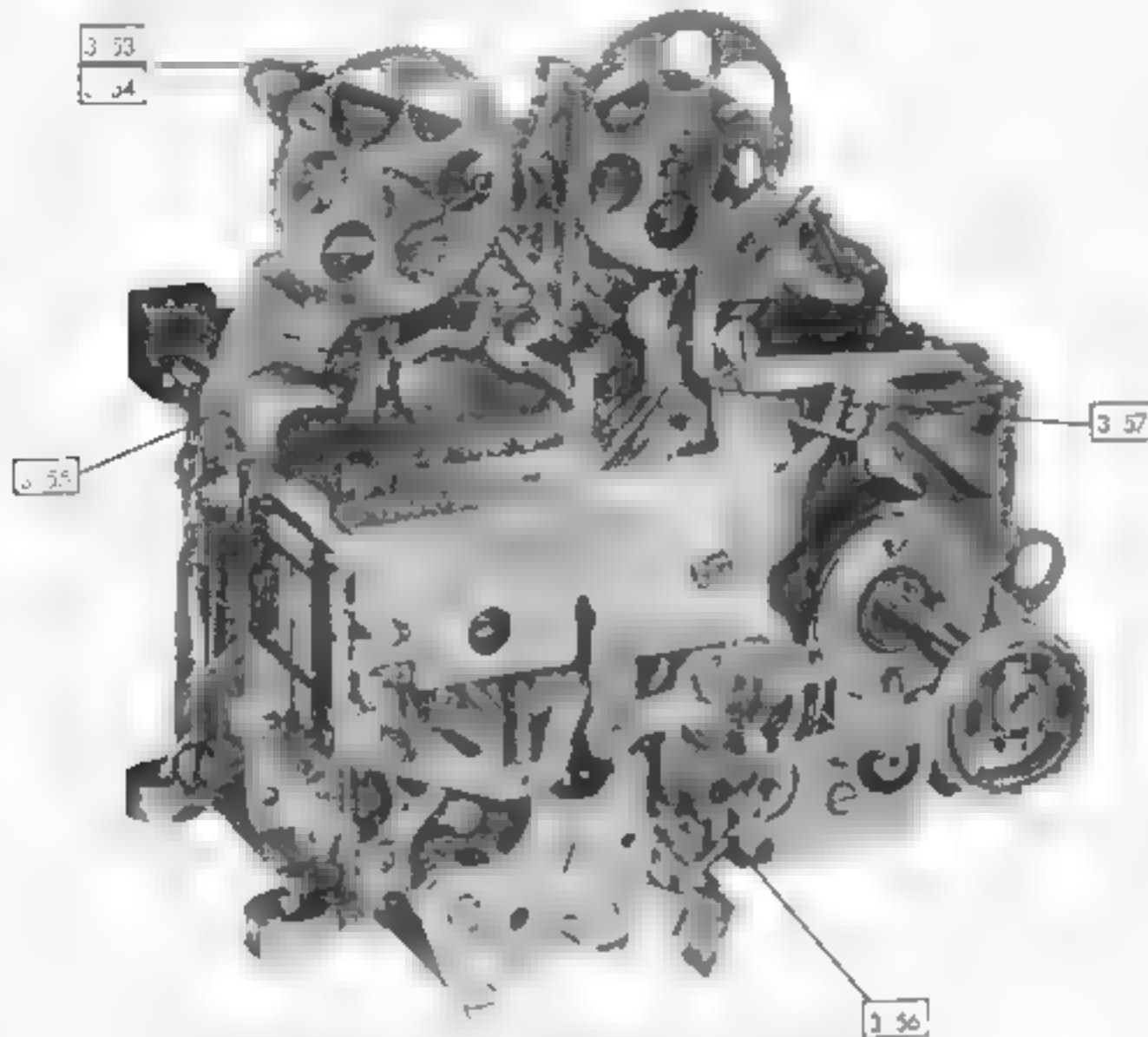
3.50 RESET BAIL MECHANISM



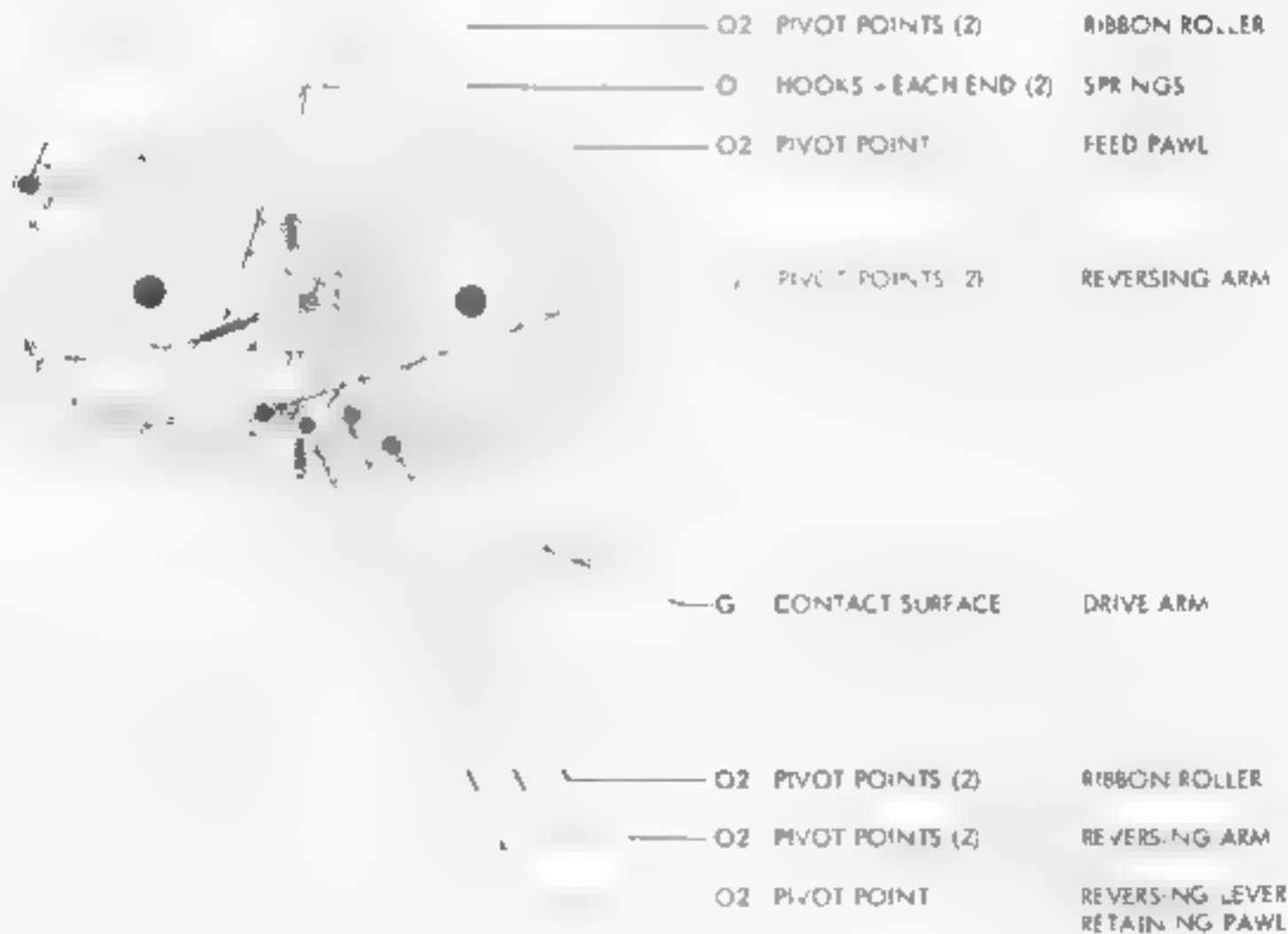
3.51 ROCKER ARM MECHANISM



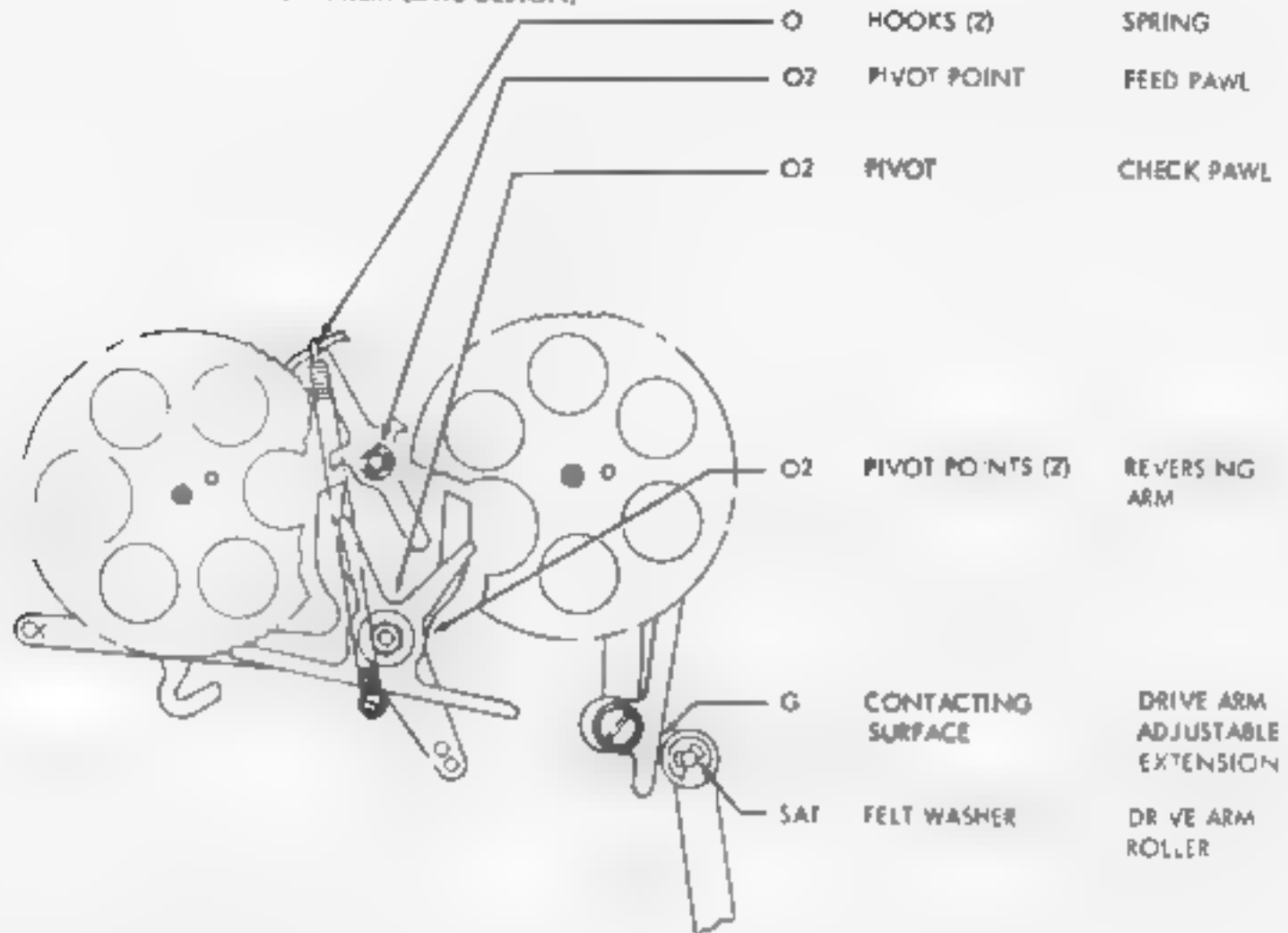
3.52 TYPING PERFORATOR - PLACE PERFORATOR IN UPRIGHT POSITION



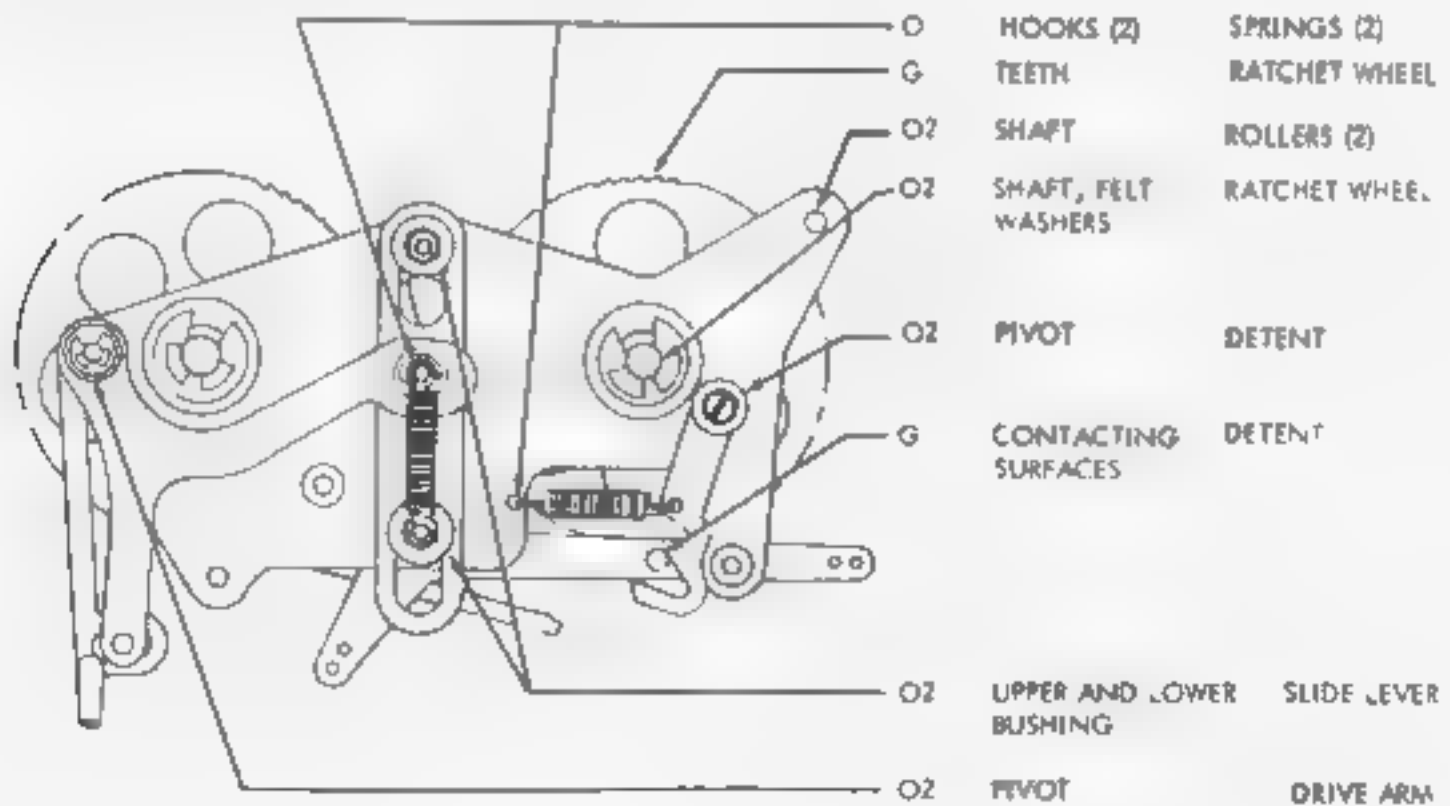
3 53 R B B O N F E E D M E C H A N I S M (T Y P I N G P E R F O R A T O R O N L Y) - E A R L Y D E S I G N



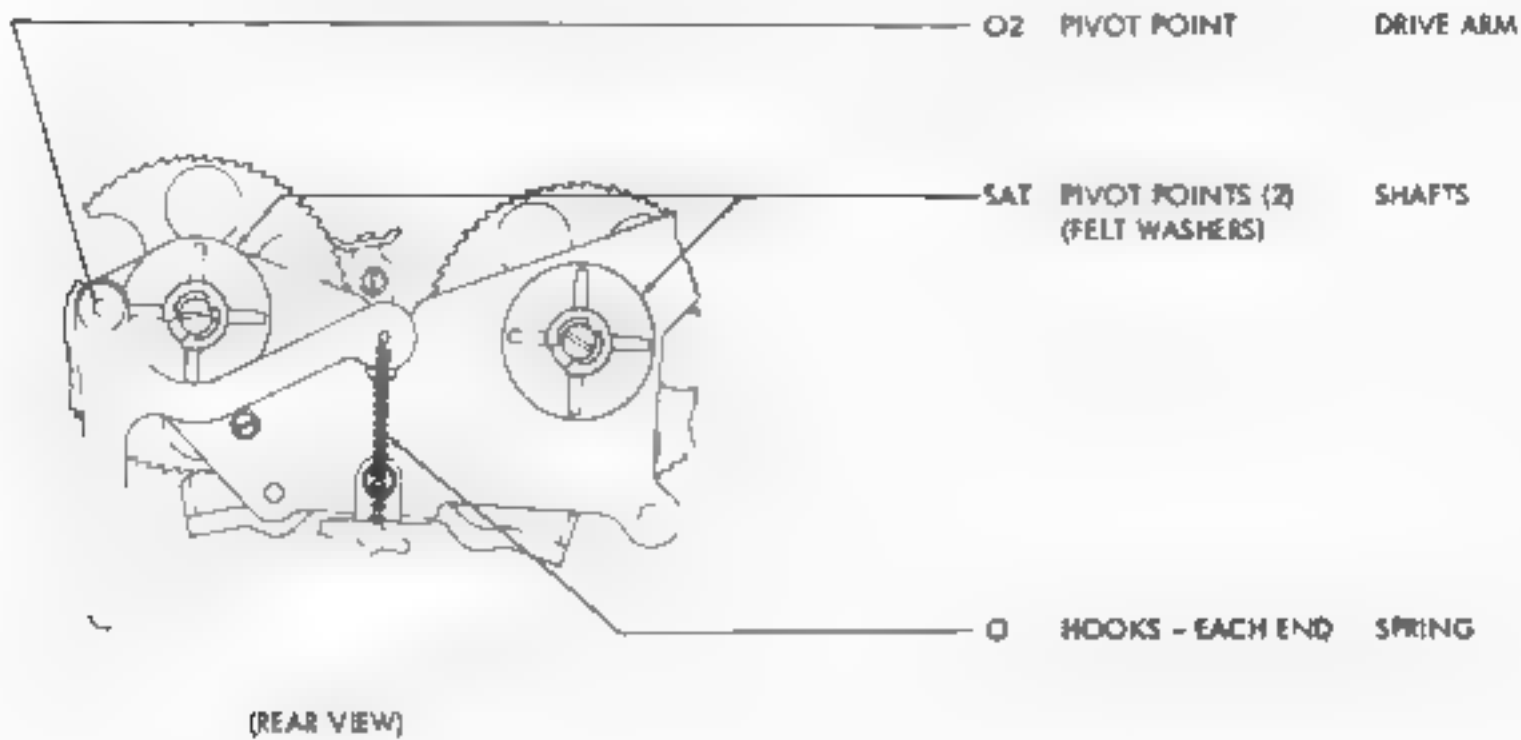
3.53 RIBBON FEED MECHANISM (LATE DESIGN)



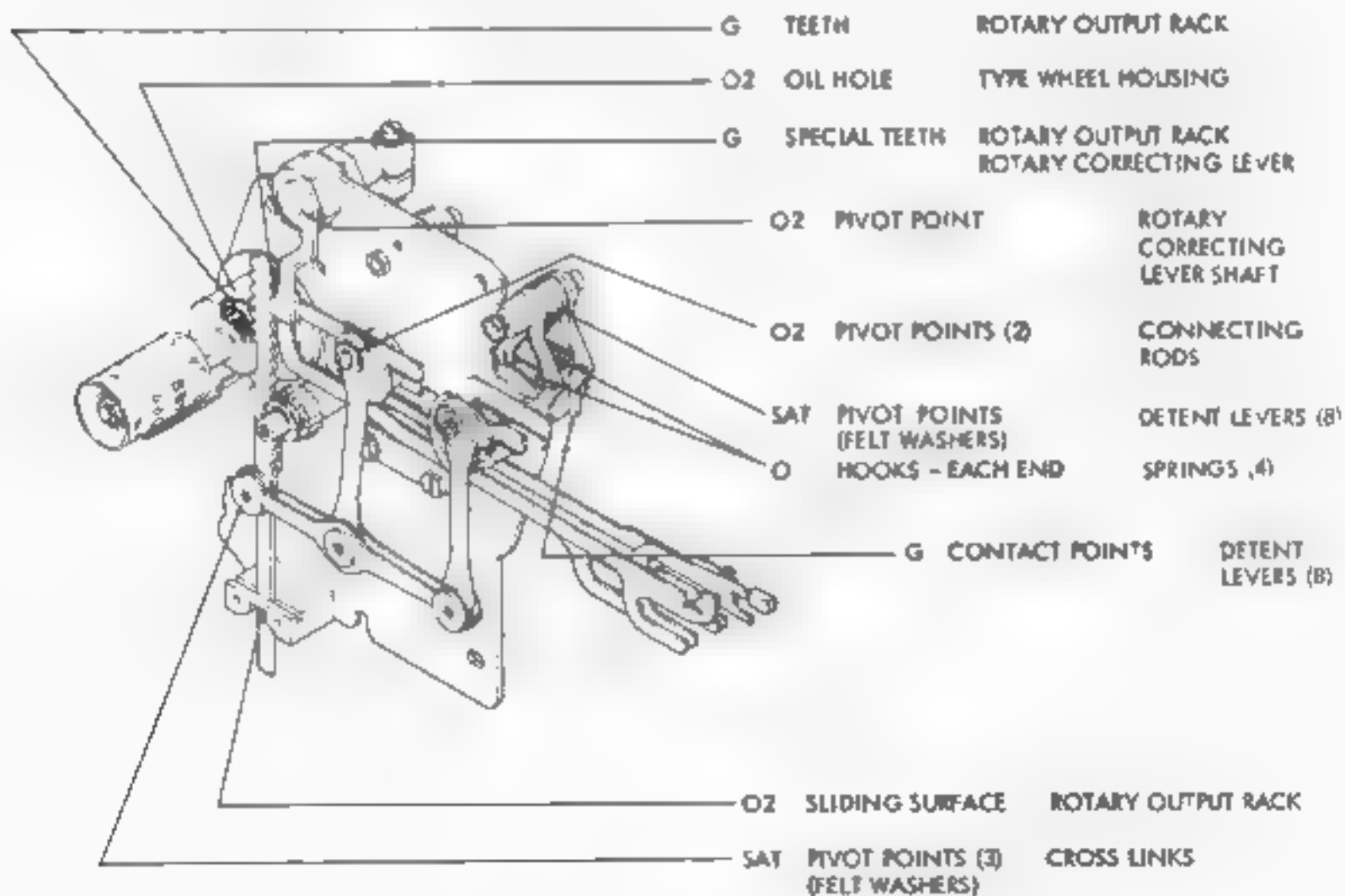
3.54 RIBBON FEED MECHANISM (LATE DESIGN)



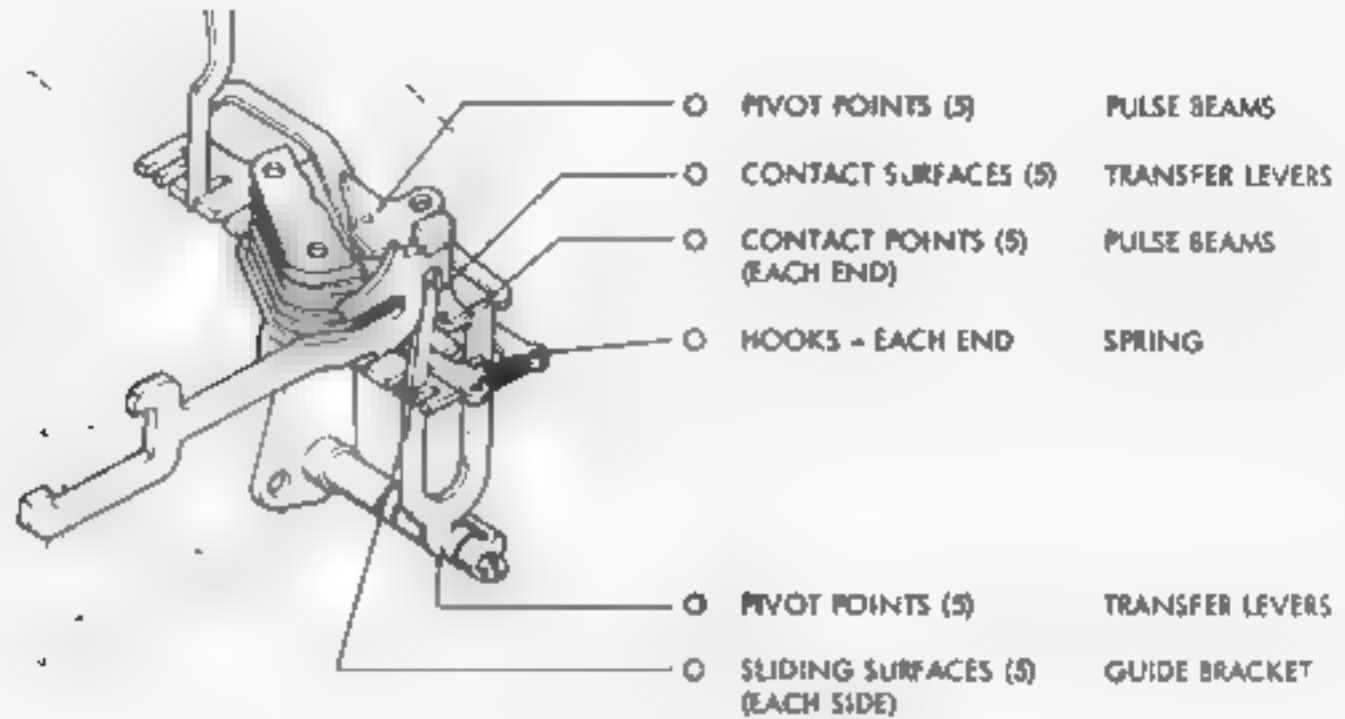
3.54 RIBBON FEED MECHANISM (TYPING PERFORATOR ONLY) - EARLY DESIGN



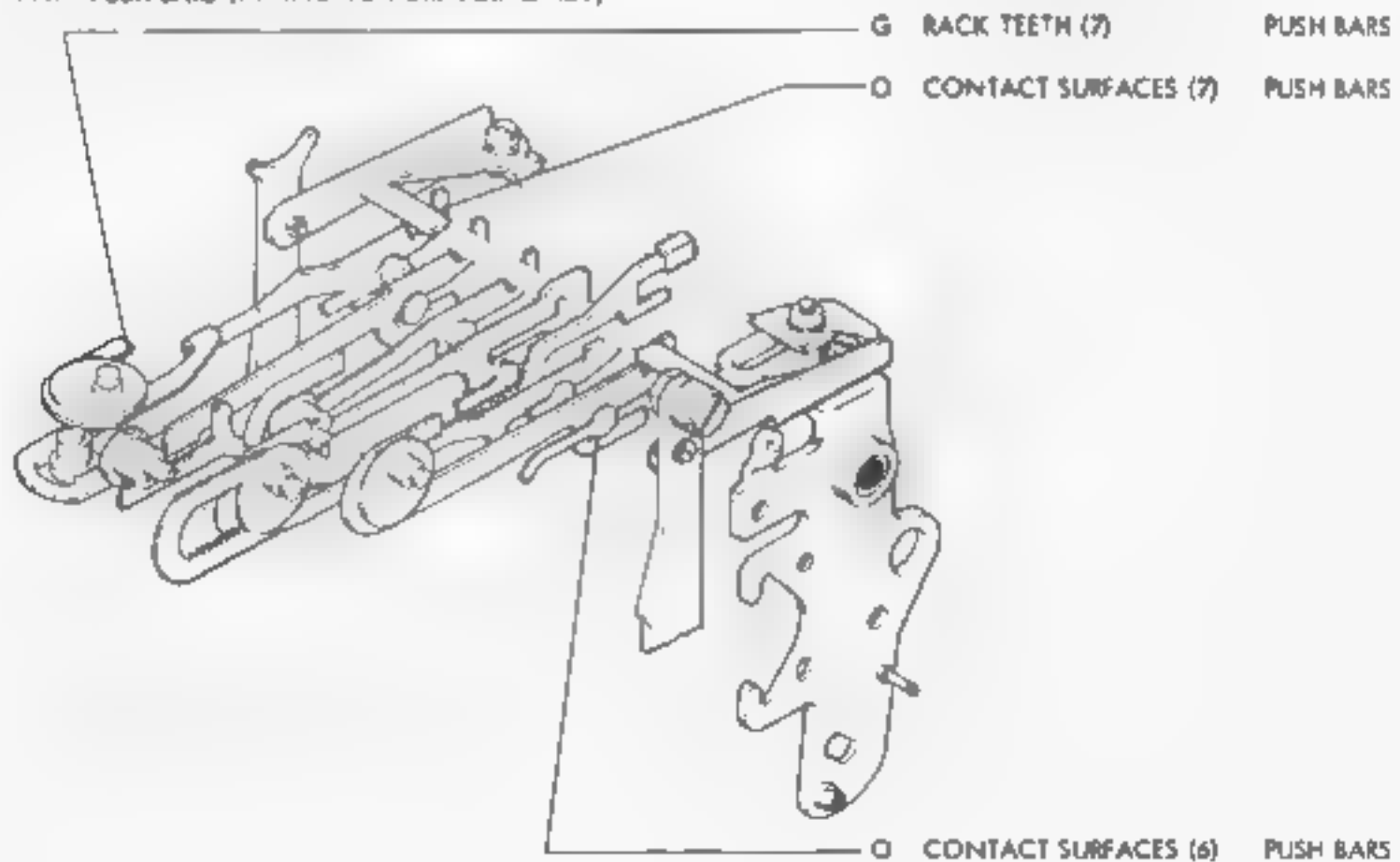
3.55 ROTARY POSITIONING MECHANISM (TYPING PERFORATOR ONLY)



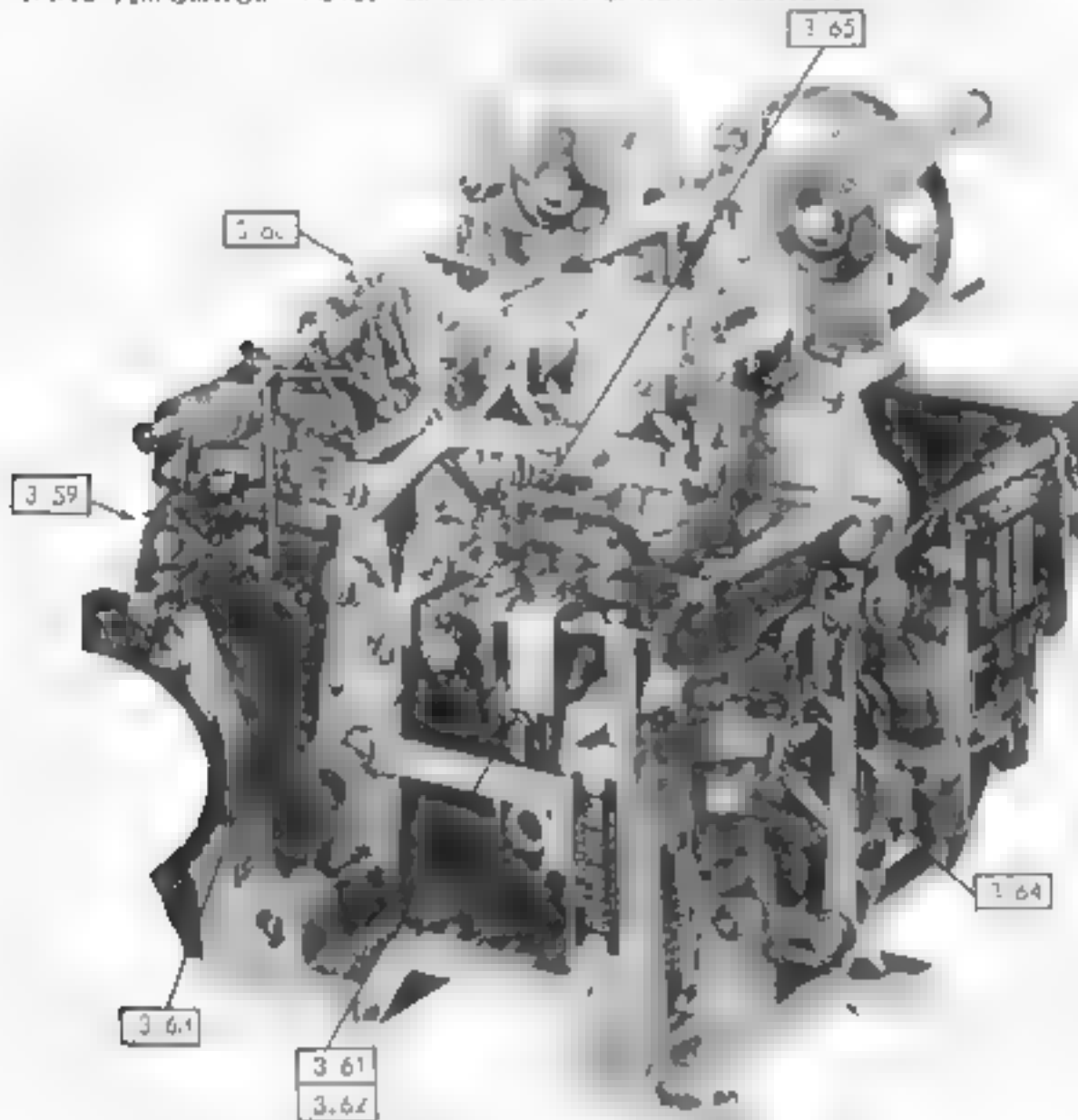
3.56 TRANSFER MECHANISM (TYPING PERFORATOR ONLY)



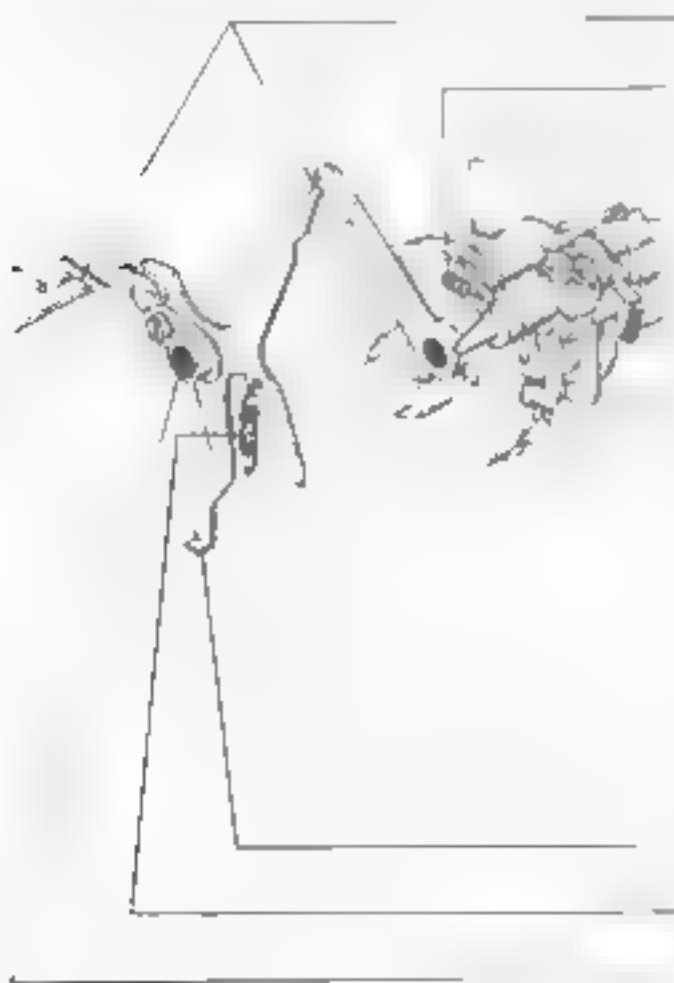
3.57 PUSH BARS (TYPING PERFORATOR ONLY)



3 58 TYPING PERFORATOR PLACE PERFORATOR IN UPRIGHT POSITION



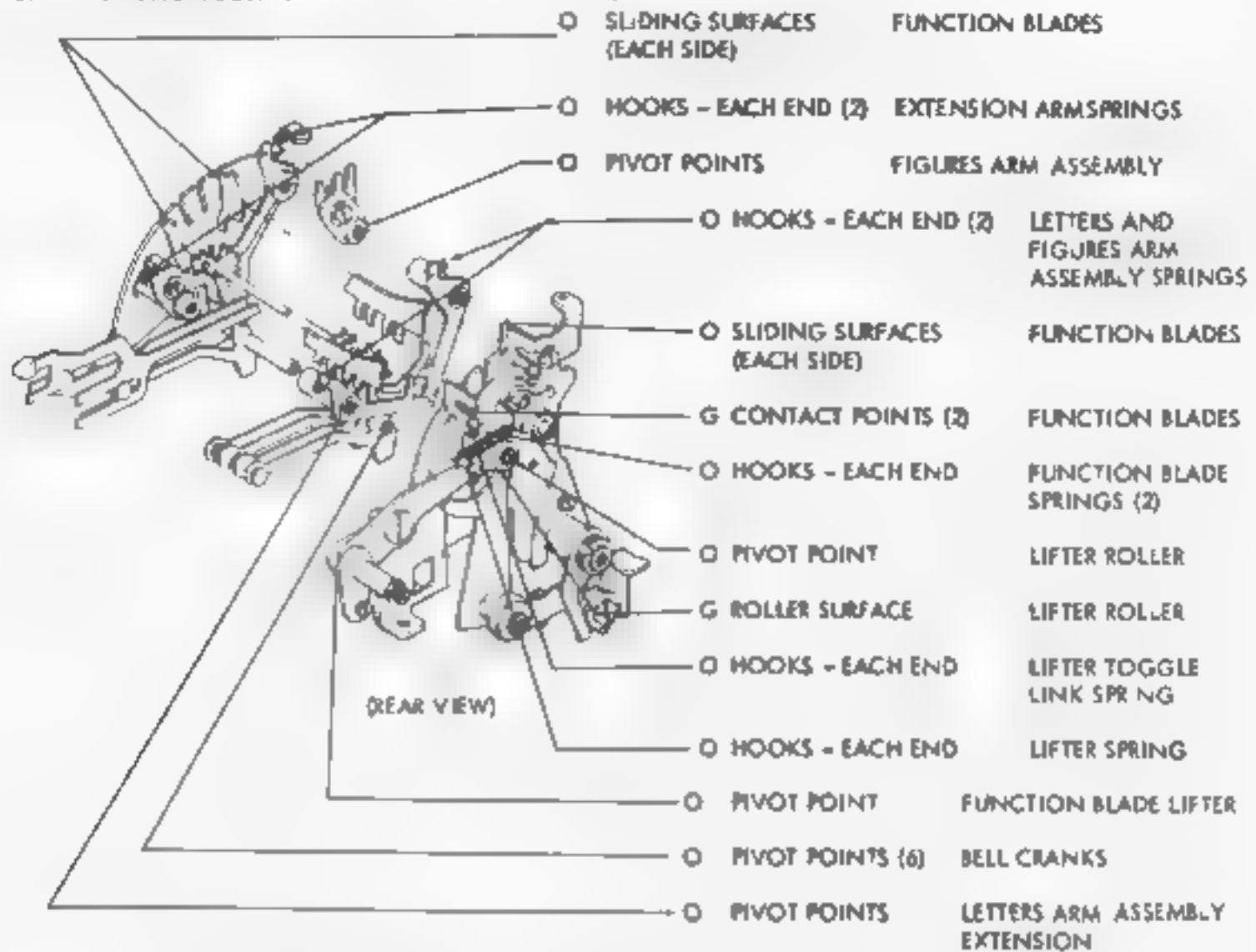
3.59 FUNCTION CAM - CLUTCH TRIP MECHANISM



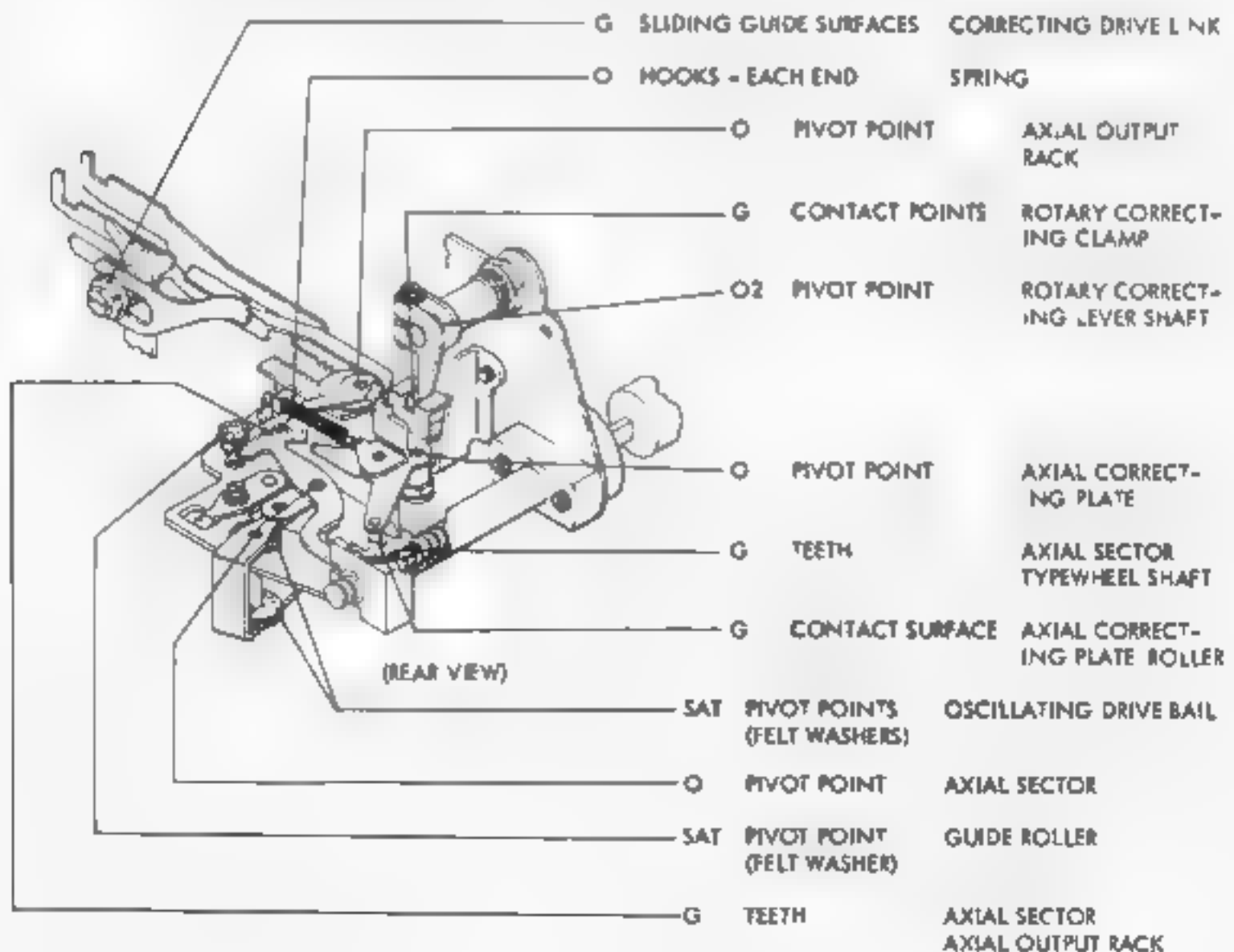
- | | | |
|-----|--------------------|-----------------------|
| ○ | CONTACT POINTS (2) | MAIN TRIP LEVER |
| ○ | HOOKS - EACH END | CLUTCH RELEASE SPRING |
| ○ | CONTACT SURFACE | RESET LEVER |
| SAF | FELT WASHERS | CLUTCH TRIP SHAFT |
| ○ | HOOKS - EACH END | LATCH LEVER SPRING |
| ○ | CONTACT SURFACE | CLUTCH STOP JAG |

- | | | |
|---|------------------|------------------------|
| ○ | CONTACT POINT | MAIN TRIP LEVER |
| ○ | HOOKS - EACH END | MAIN TRIP LEVER SPRING |
| ○ | PIVOT POINT | MAIN TRIP LEVER |

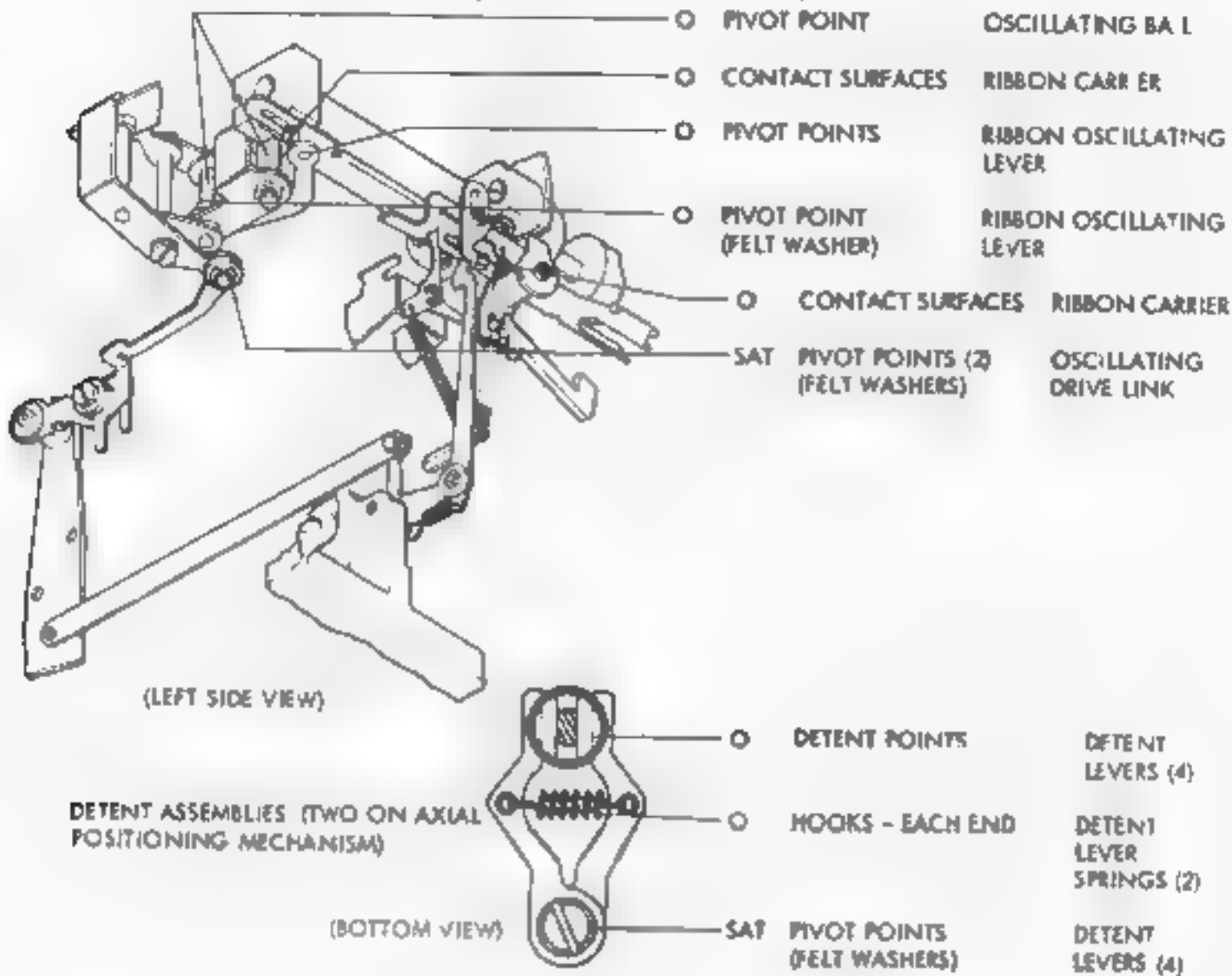
3.60 FUNCTION BOX (TYPING PERFORATOR ONLY)



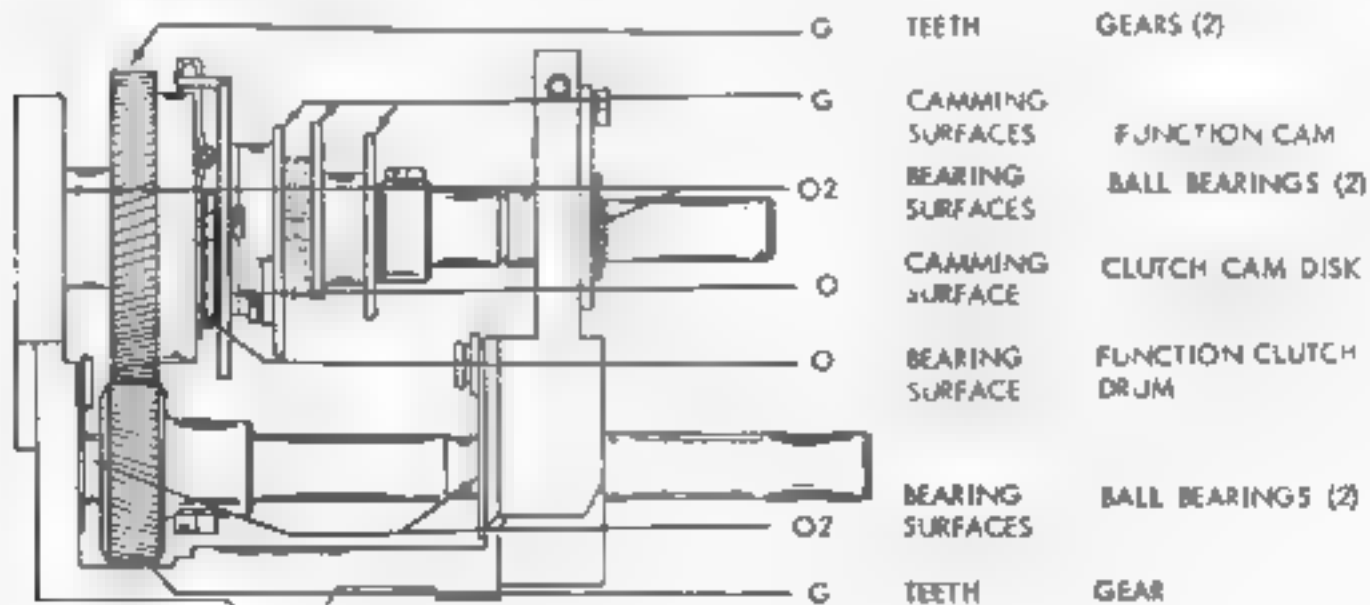
3.61 AXIAL POSITIONING MECHANISM (TYPING PERFORATOR ONLY)



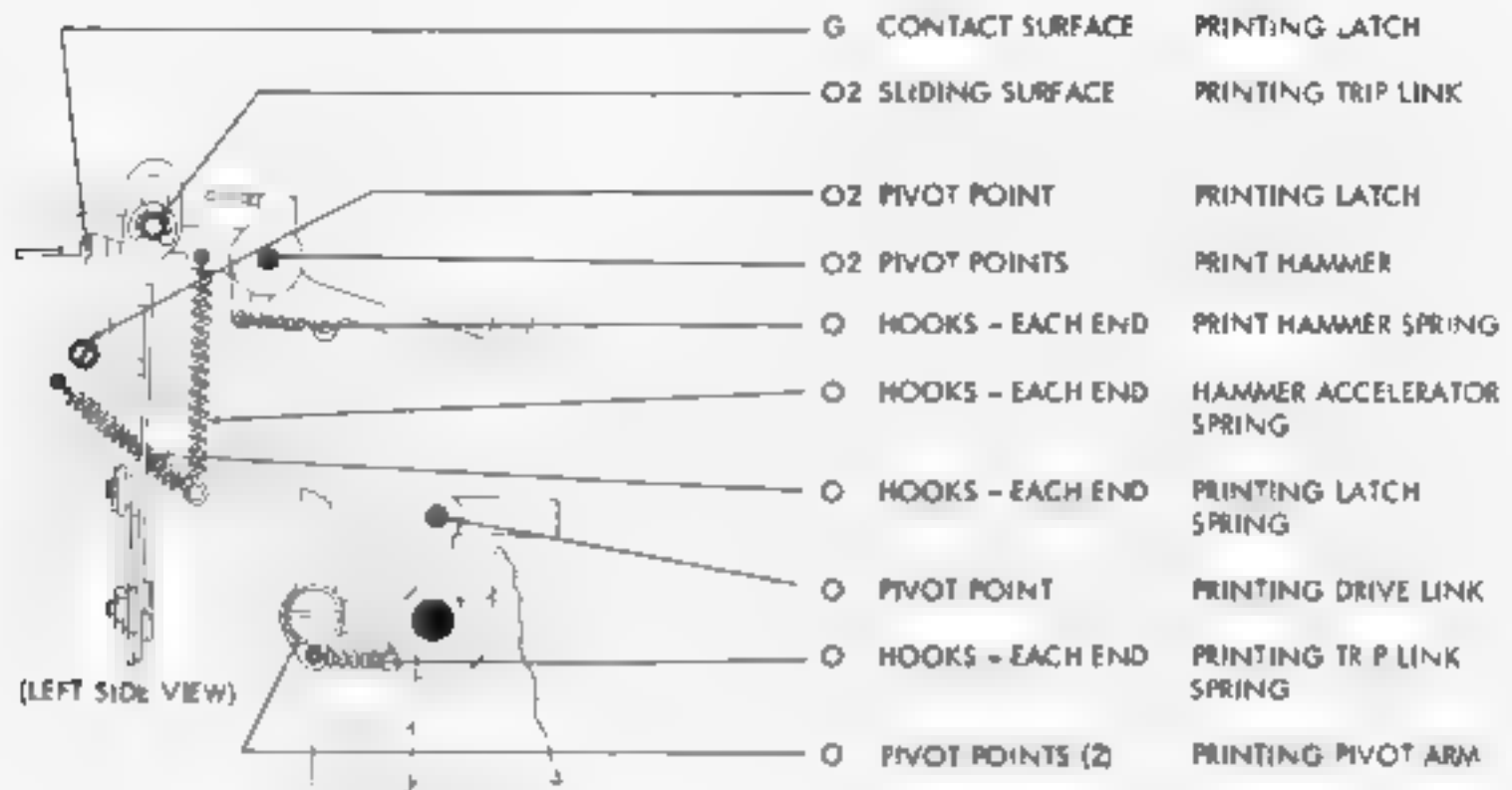
3 62 AXIAL POSITIONING MECHANISM (TYPING PERFORATOR ONLY)



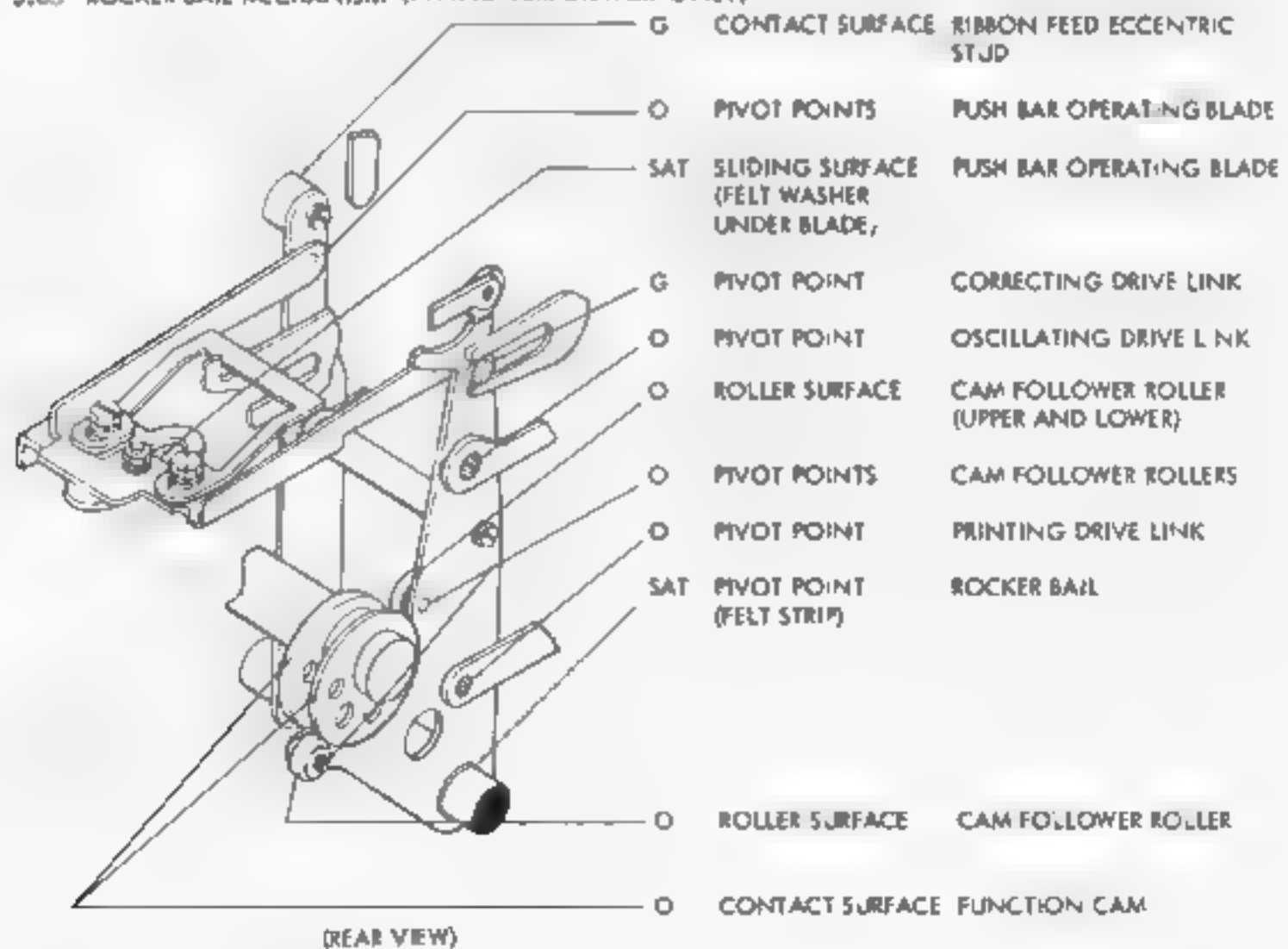
3 63 SHAFT MECHANISMS (TYPING PERFORATOR ONLY)



3.64 PRINTING MECHANISM (TYPING PERFORATOR ONLY)

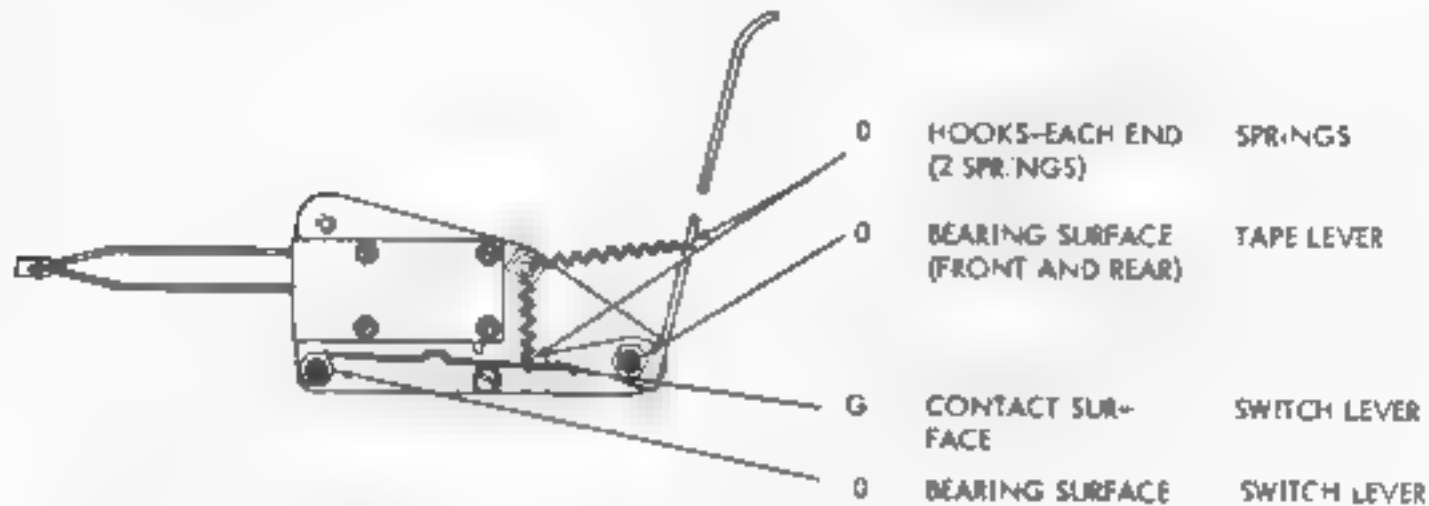


3.65 ROCKER BAIL MECHANISM (TYPING PERFORATOR ONLY)

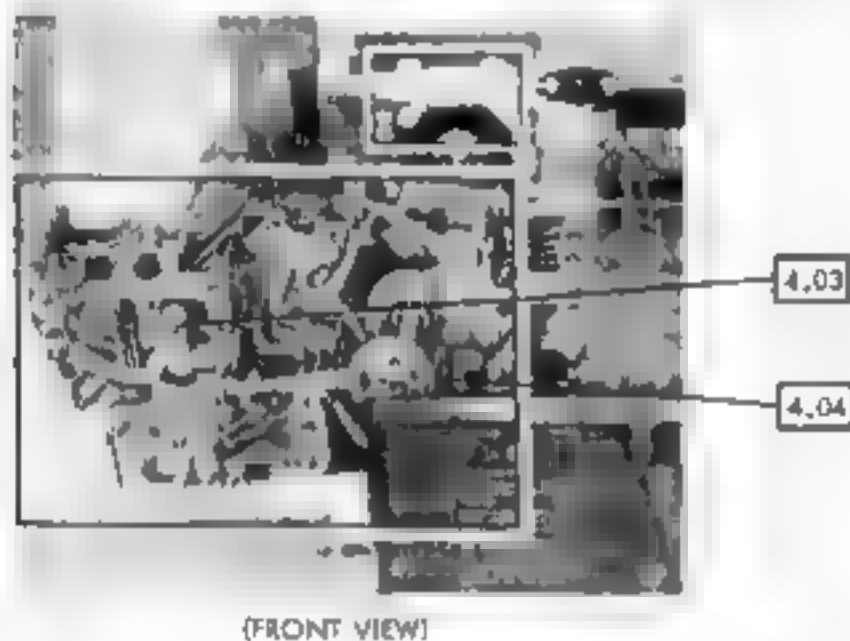


4. VARIABLE FEATURES

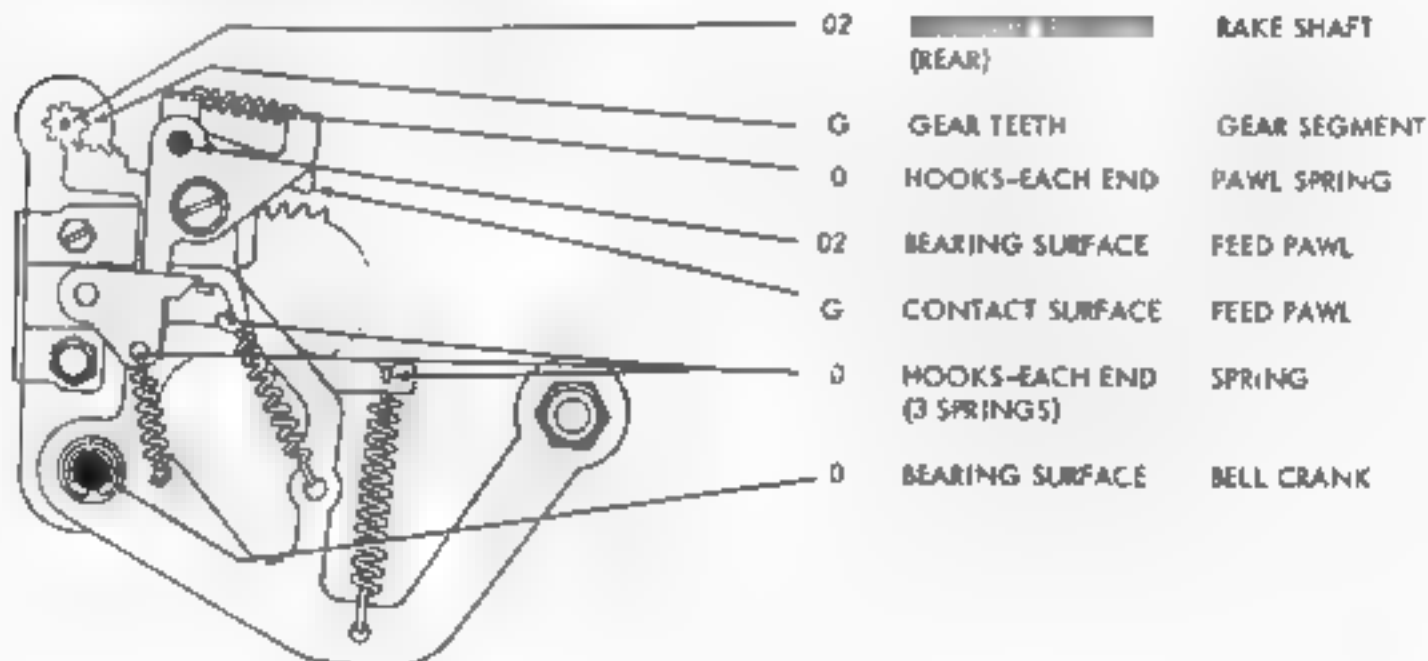
4.01 TAPE-OUT SWITCH MECHANISM (SEE PARAGRAPH 3.44 FOR LOCATION)



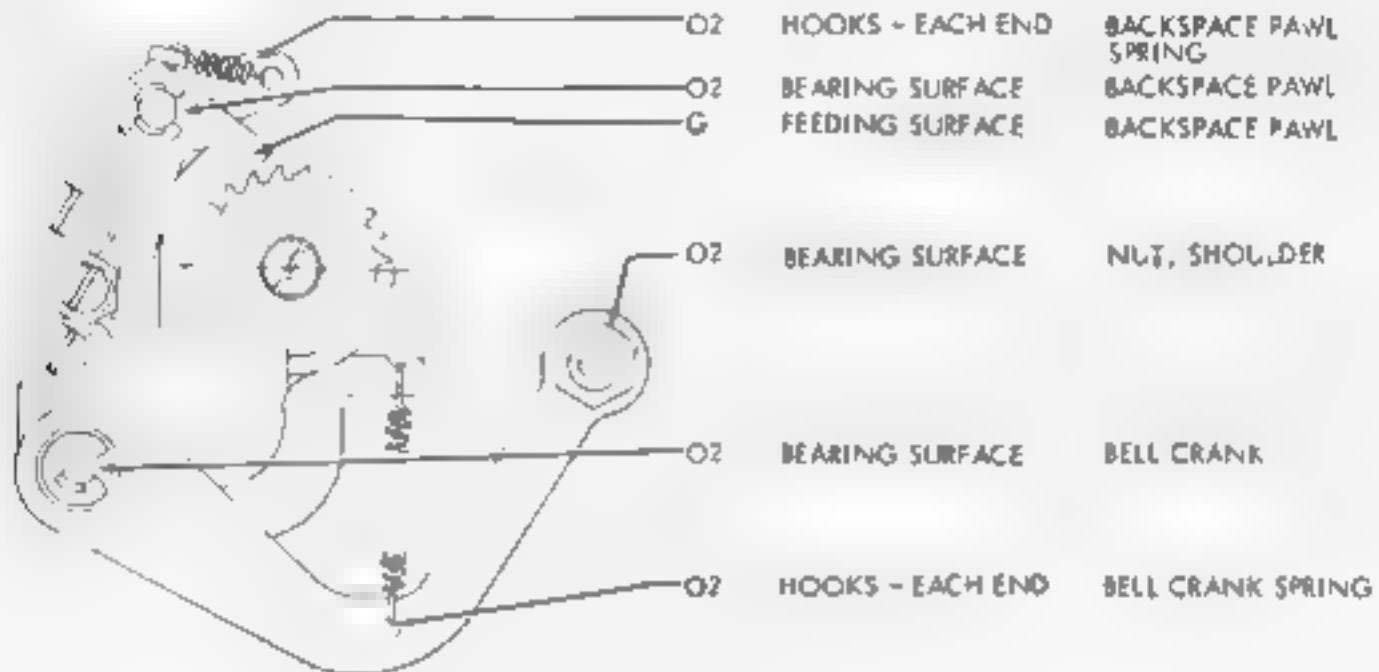
4.02 REST PERFORATOR TRANSMITTER IN UPRIGHT POSITION



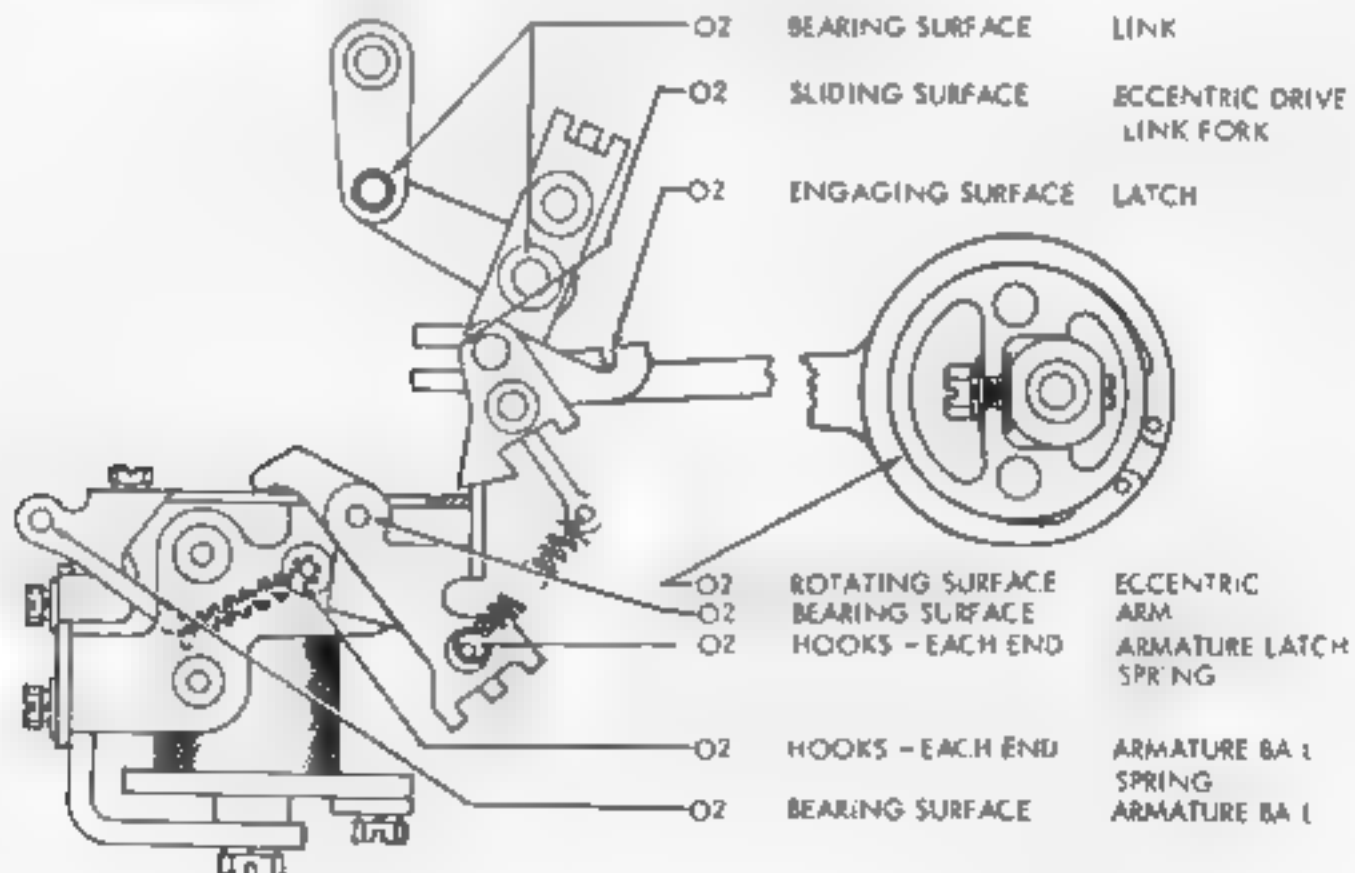
4.03 MANUAL BACKSPACE MECHANISM



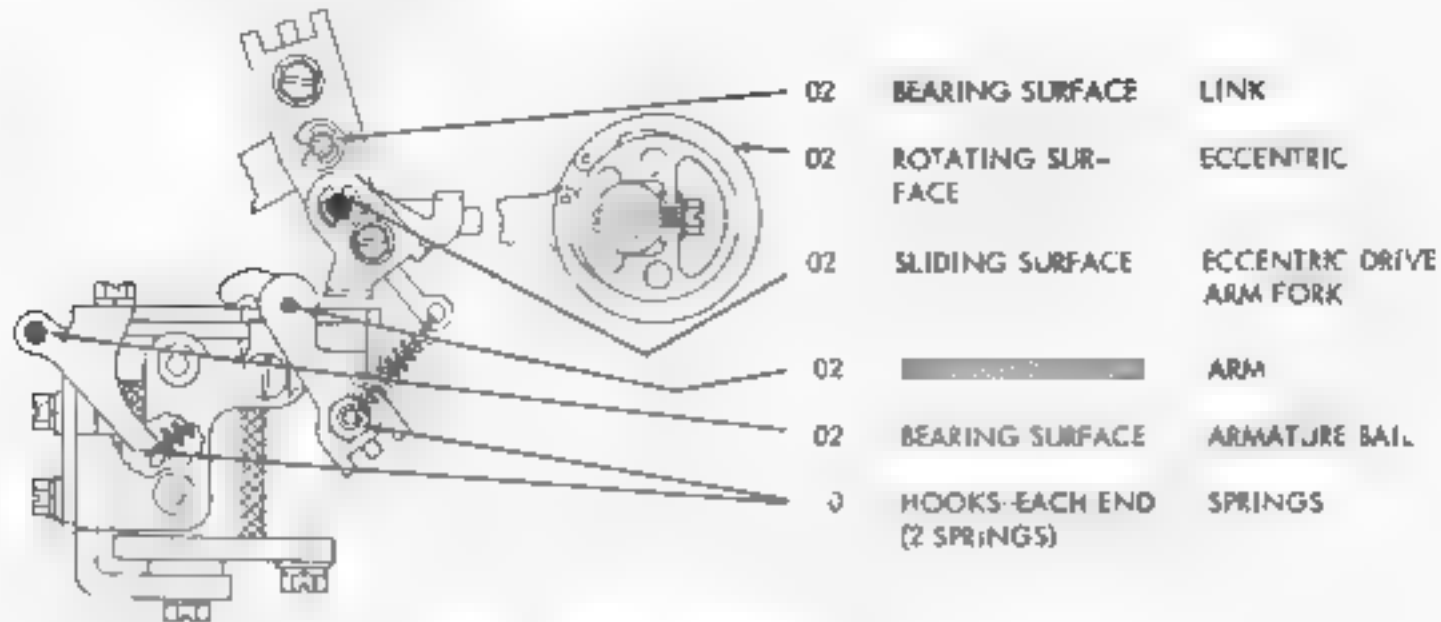
4.03 POWER DRIVE BACKSPACE MECHANISM FOR FULLY PERFORATED TAPE



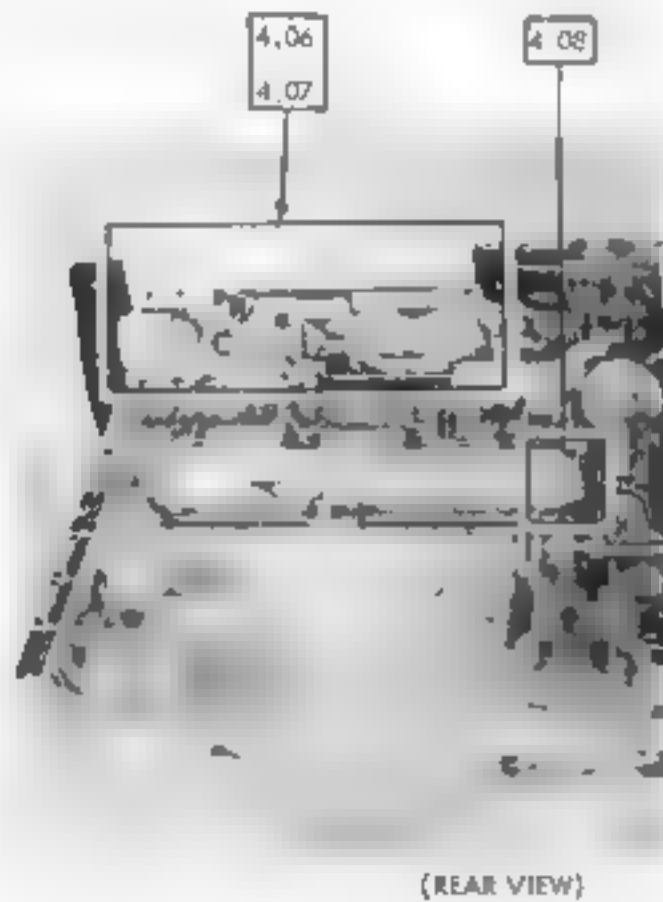
4.04 POWER DRIVE BACKSPACE MECHANISM FOR FULLY PERFORATED TAPE



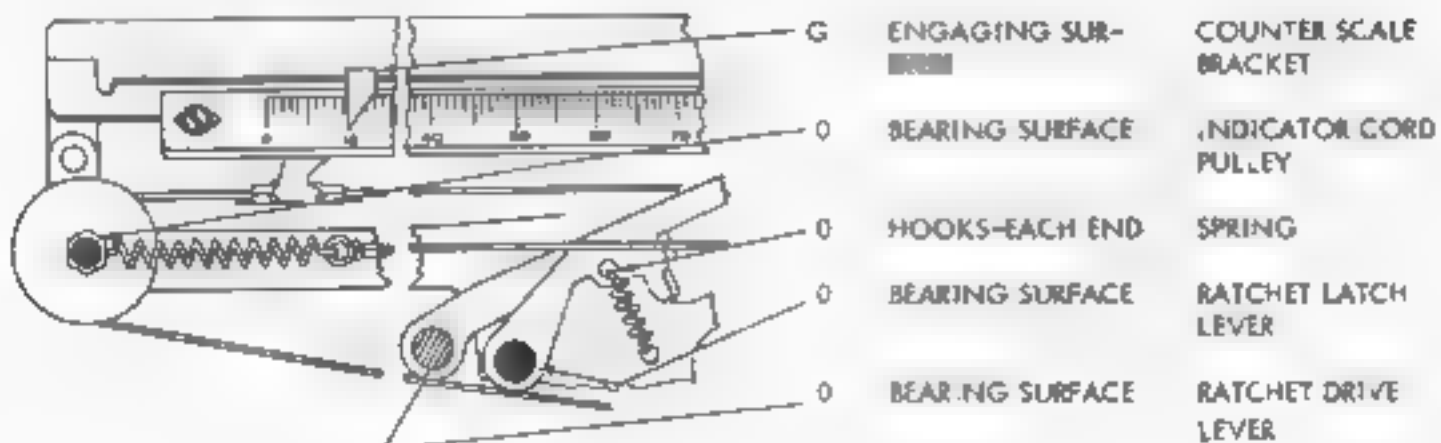
4.04 POWER DRIVE BACKSPACE MECHANISM



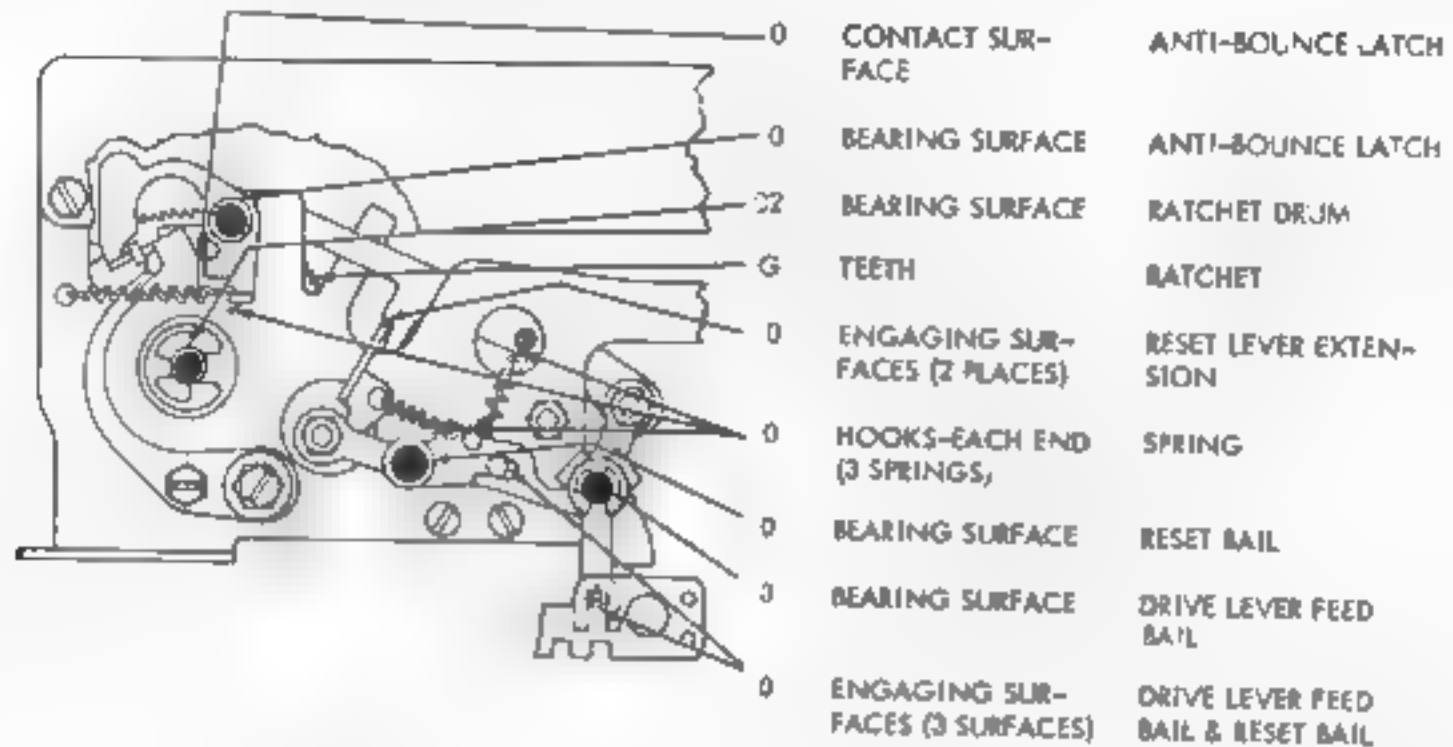
4.05 REST PERFORATOR TRANSMITTER IN UPRIGHT POSITION



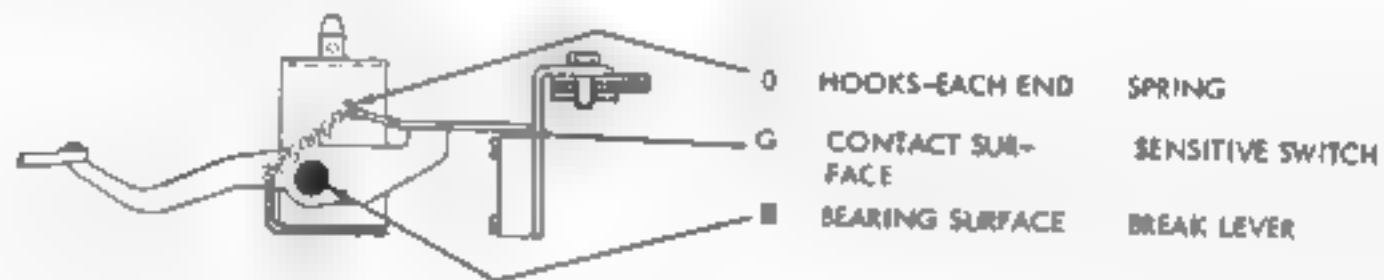
4.06 CHARACTER COUNTER MECHANISM



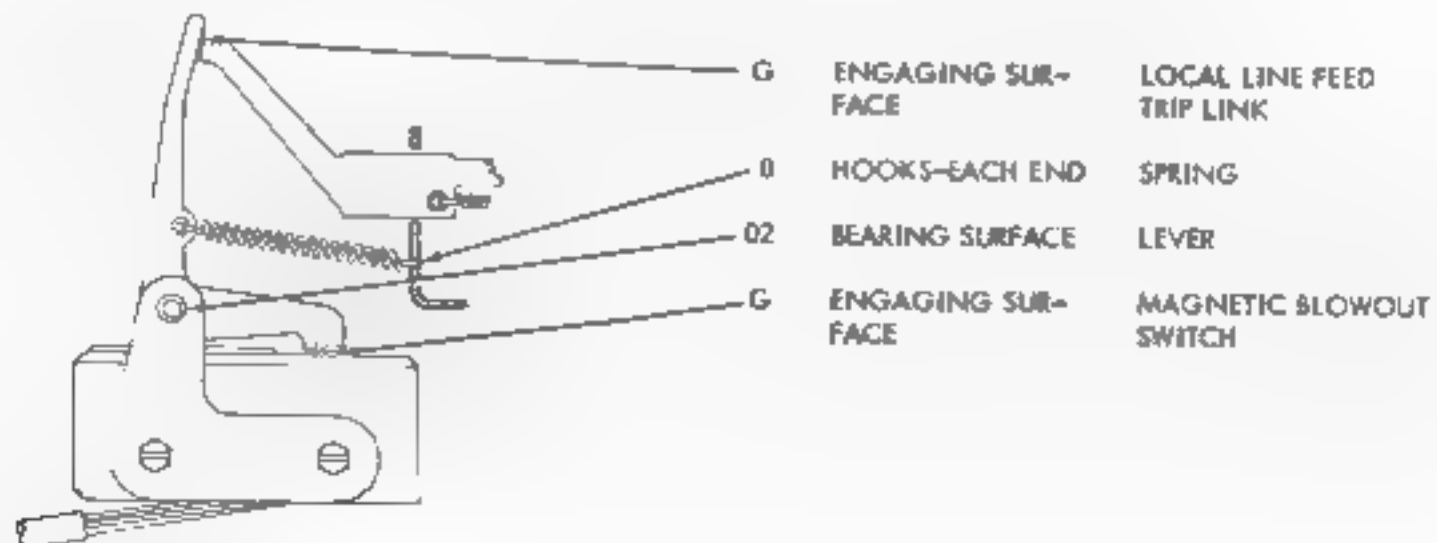
4.07 CHARACTER COUNTER MECHANISM (continued)



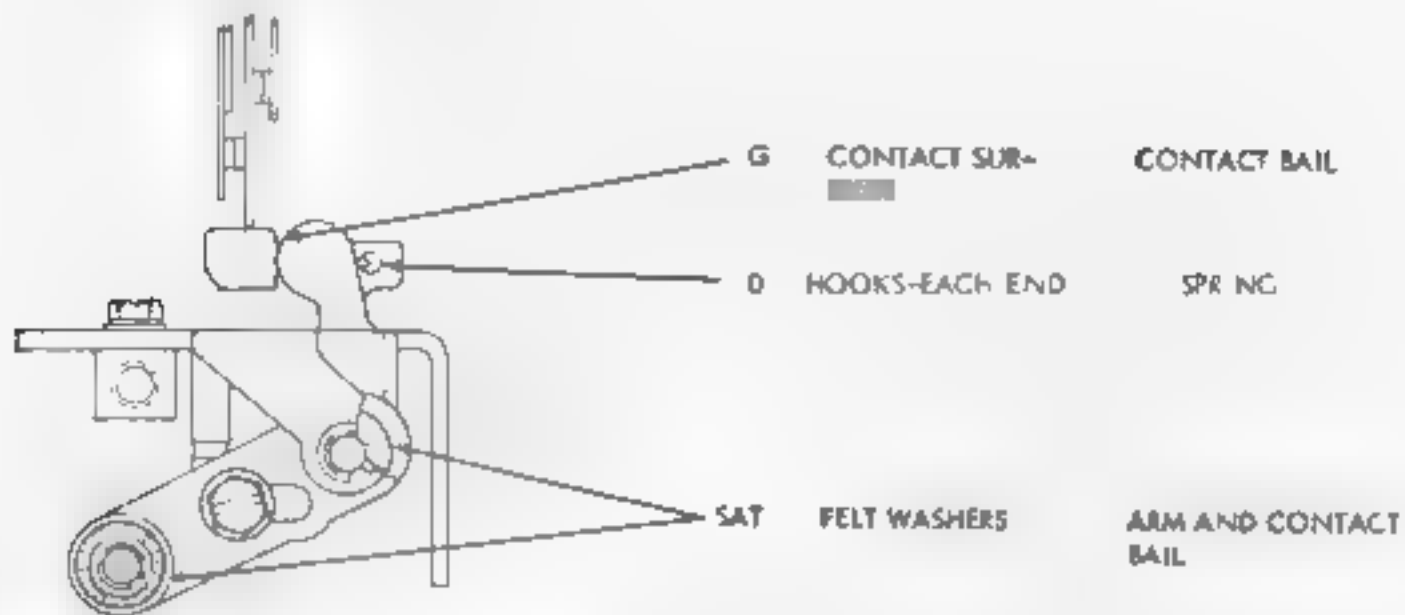
4.08 ELECTRICAL LINE BREAK MECHANISM



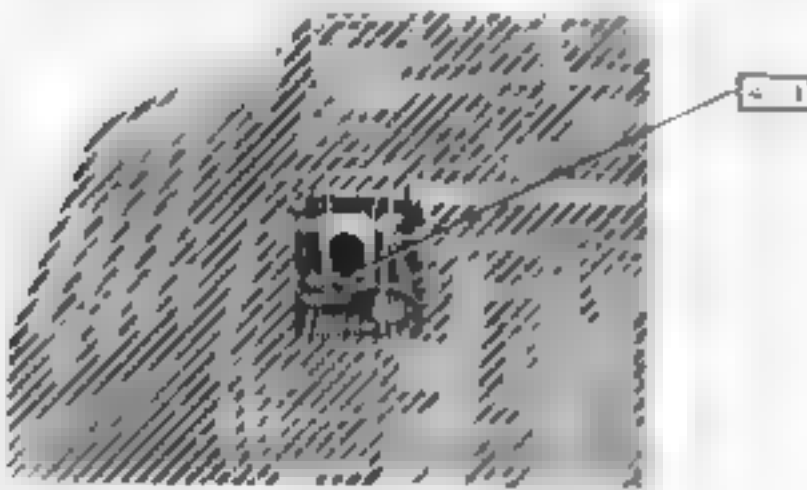
4.09 LOCAL PAPER FEED-OUT MECHANISM



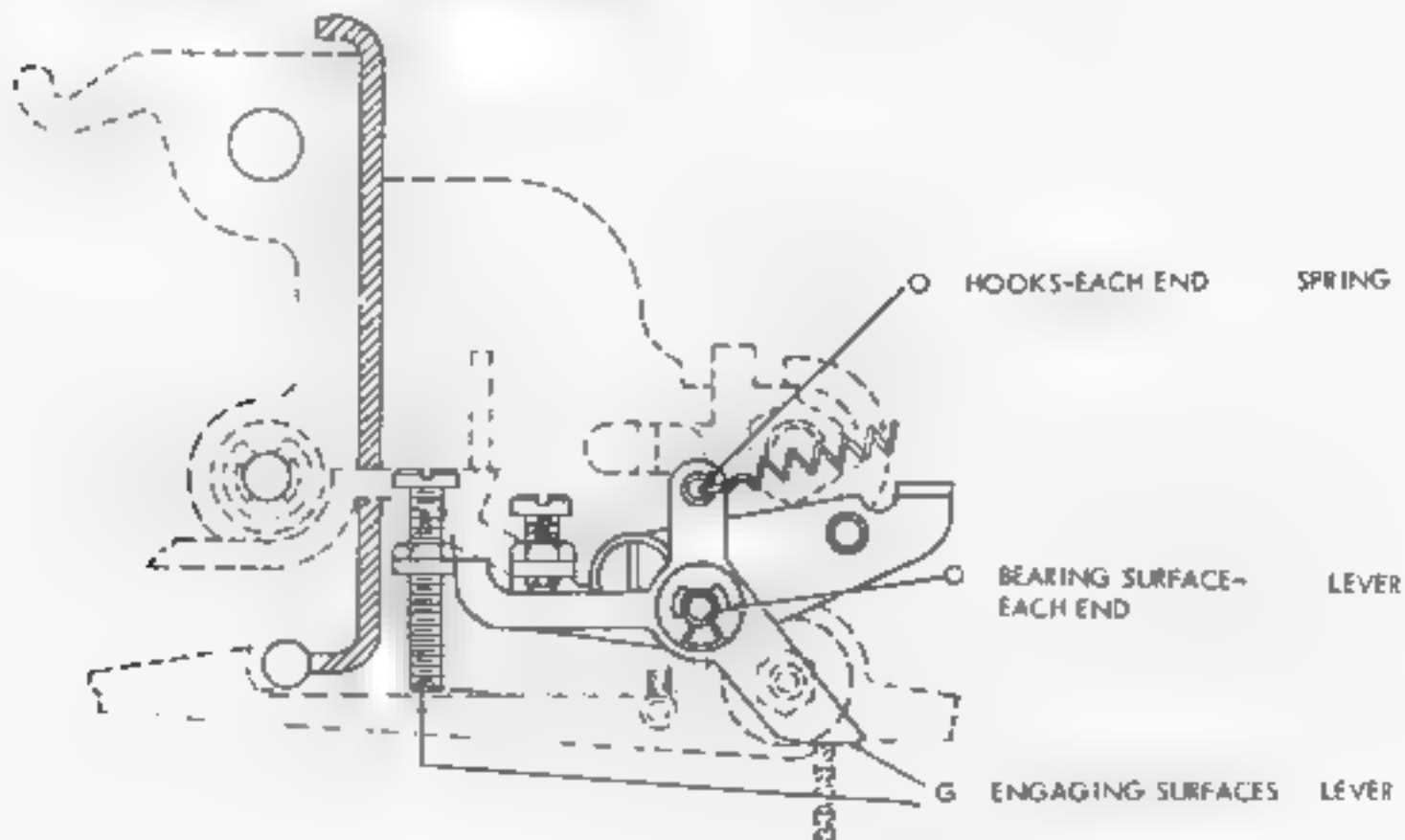
4.10 SINGLE AUXILIARY TIMING CONTACTS MECHANISM

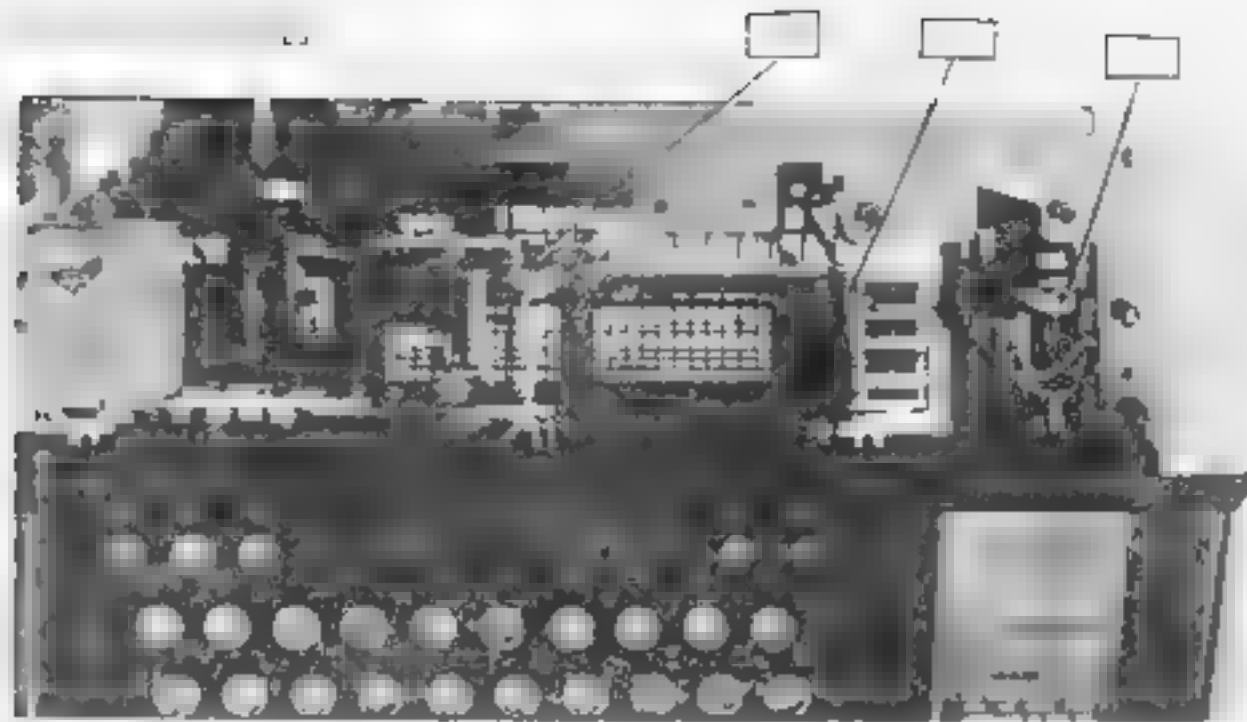


4- REPEAT ON-SPACE MECHANISM - REST PERFORATOR TRANSMITTER IN UPRIGHT POSITION.



4-12 REPEAT-ON-SPACE

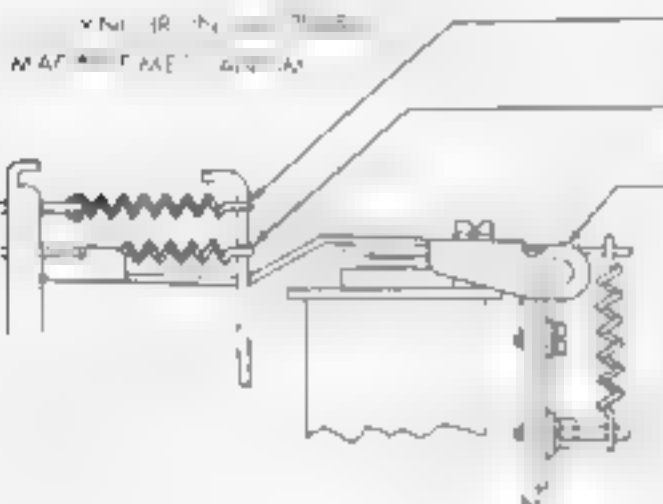




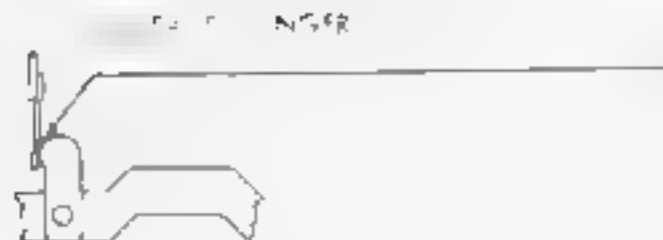
7E BAR



7E BAR



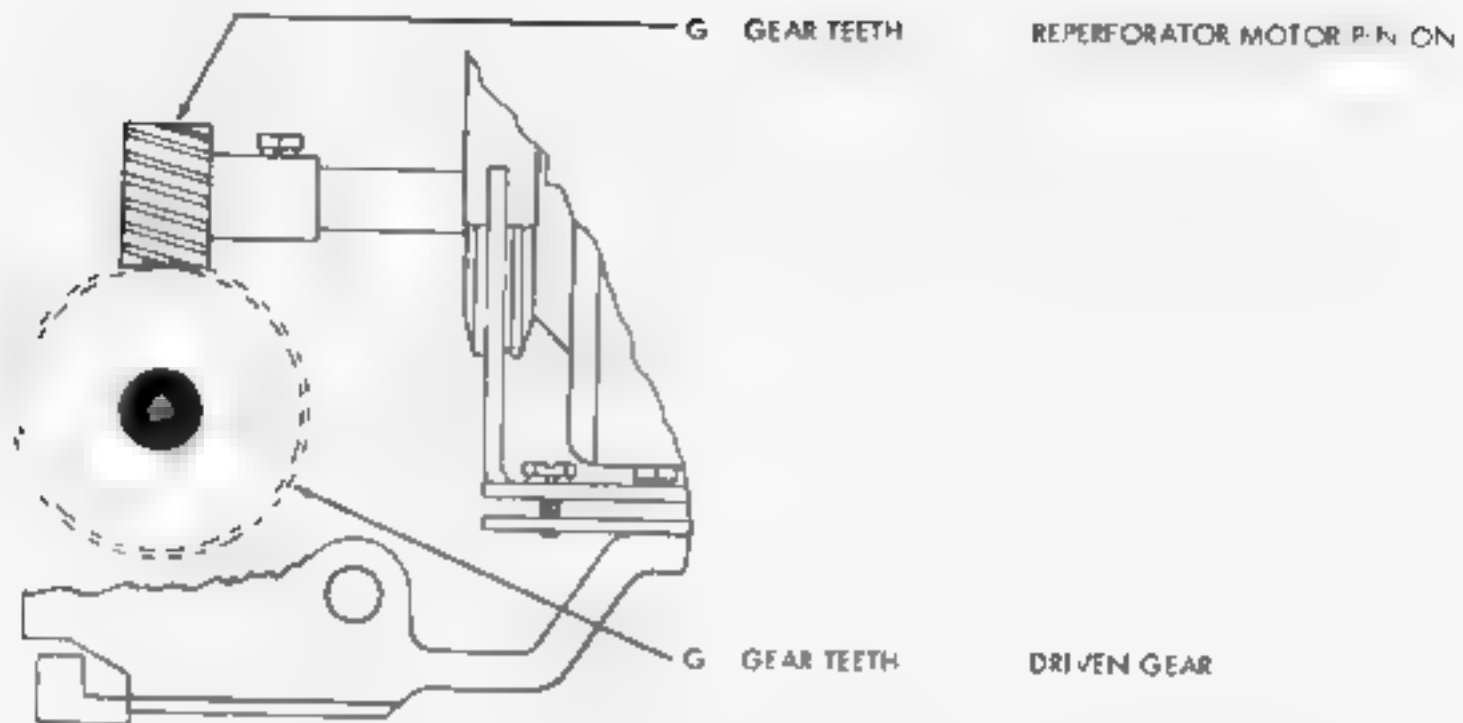
5



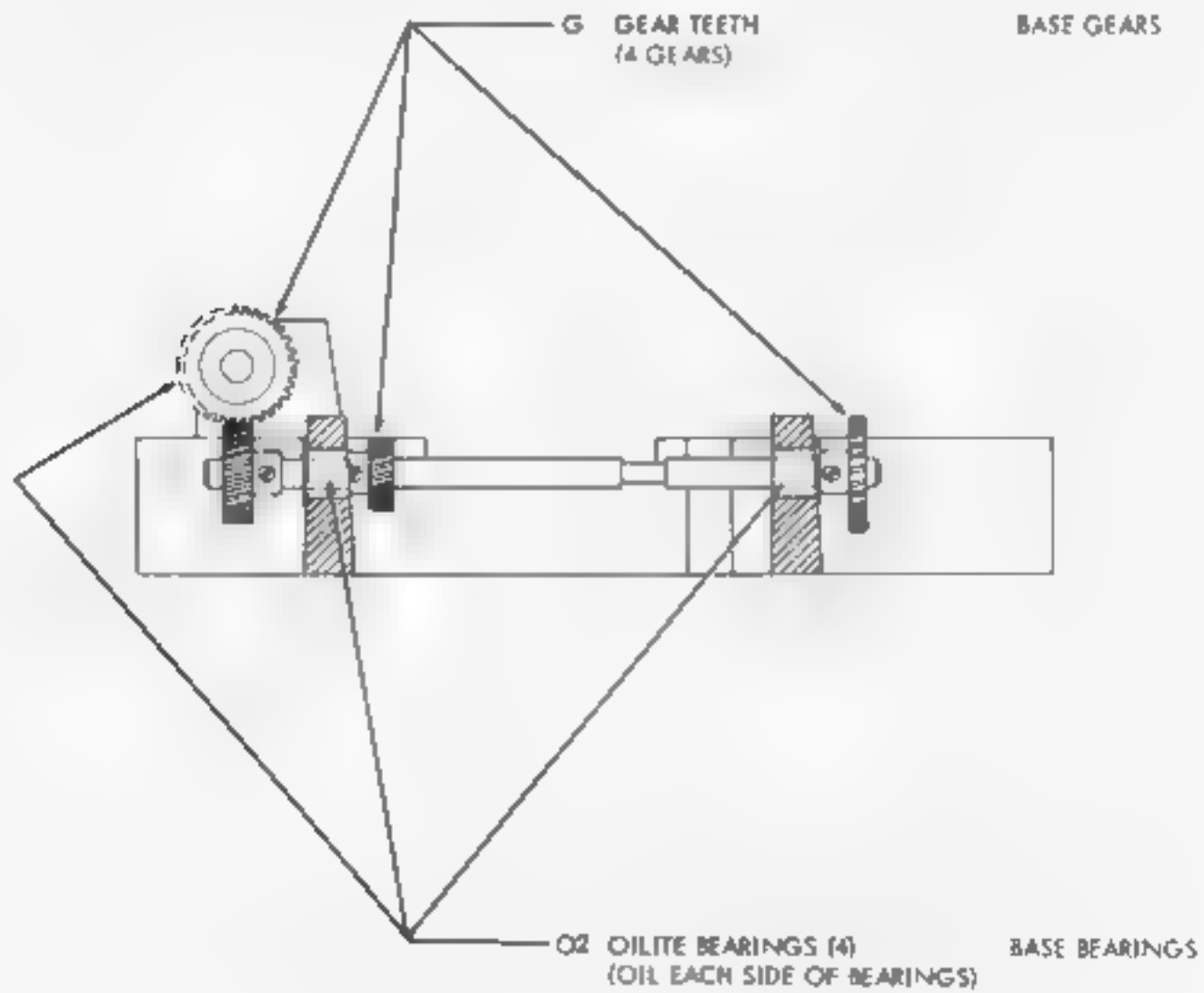
7E BAR

7E BAR

4.17 PERFORATOR MOTOR.



4.18 TRANSMITTER DISTRIBUTOR BASE.



4. 9 REMOTE CONTROL GEAR SHIFT

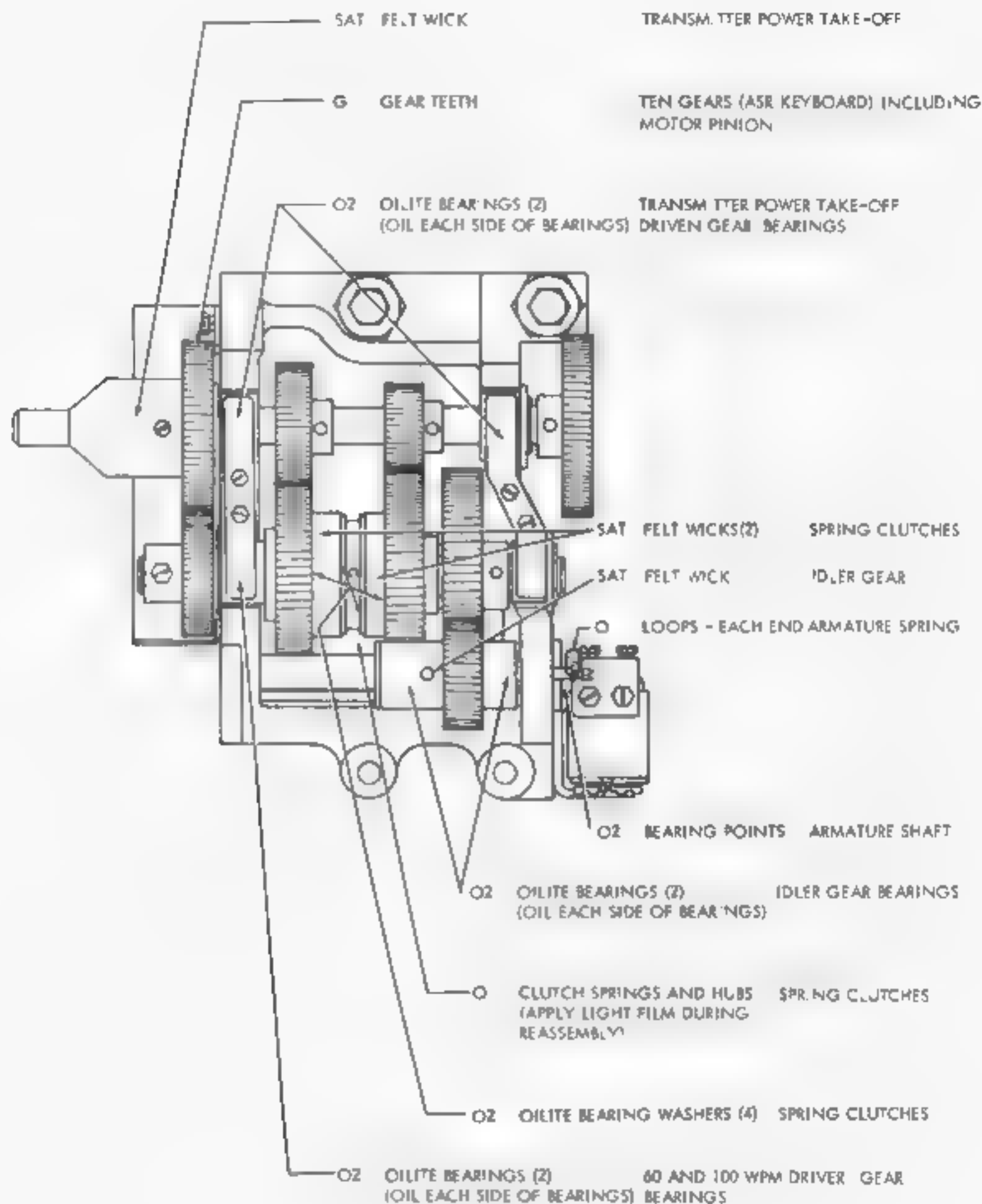
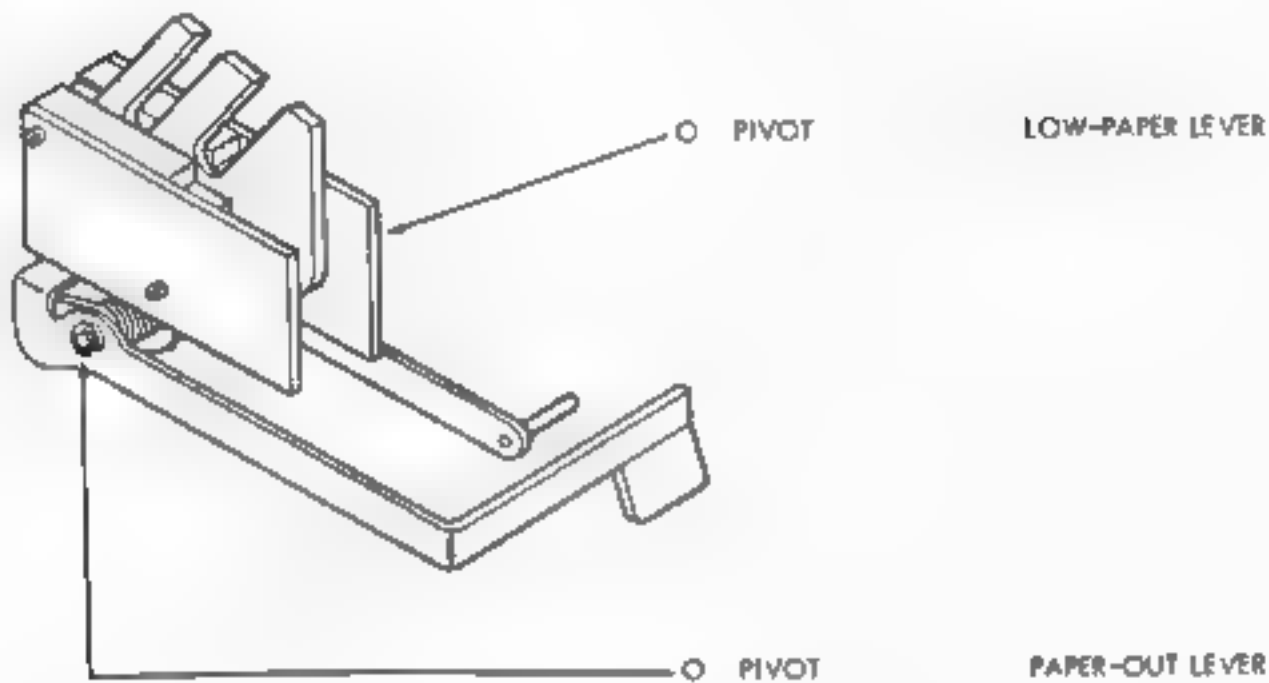
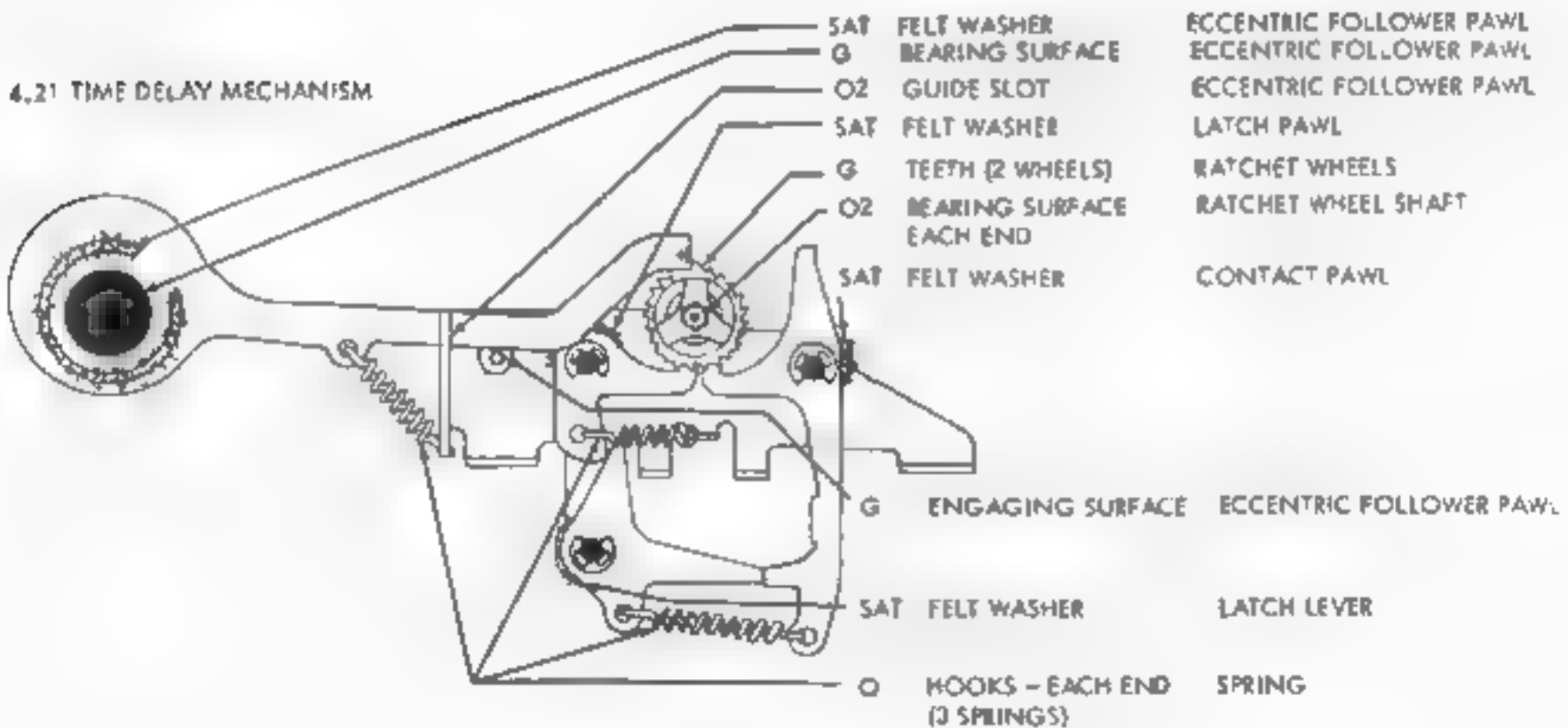


FIGURE 4. REMOTE CONTROL GEARSHIFT - LUBRICATION
(LK26 AND LAK27)

4.20 LOW PAPER AND PAPER-OUT SWITCH MECHANISM

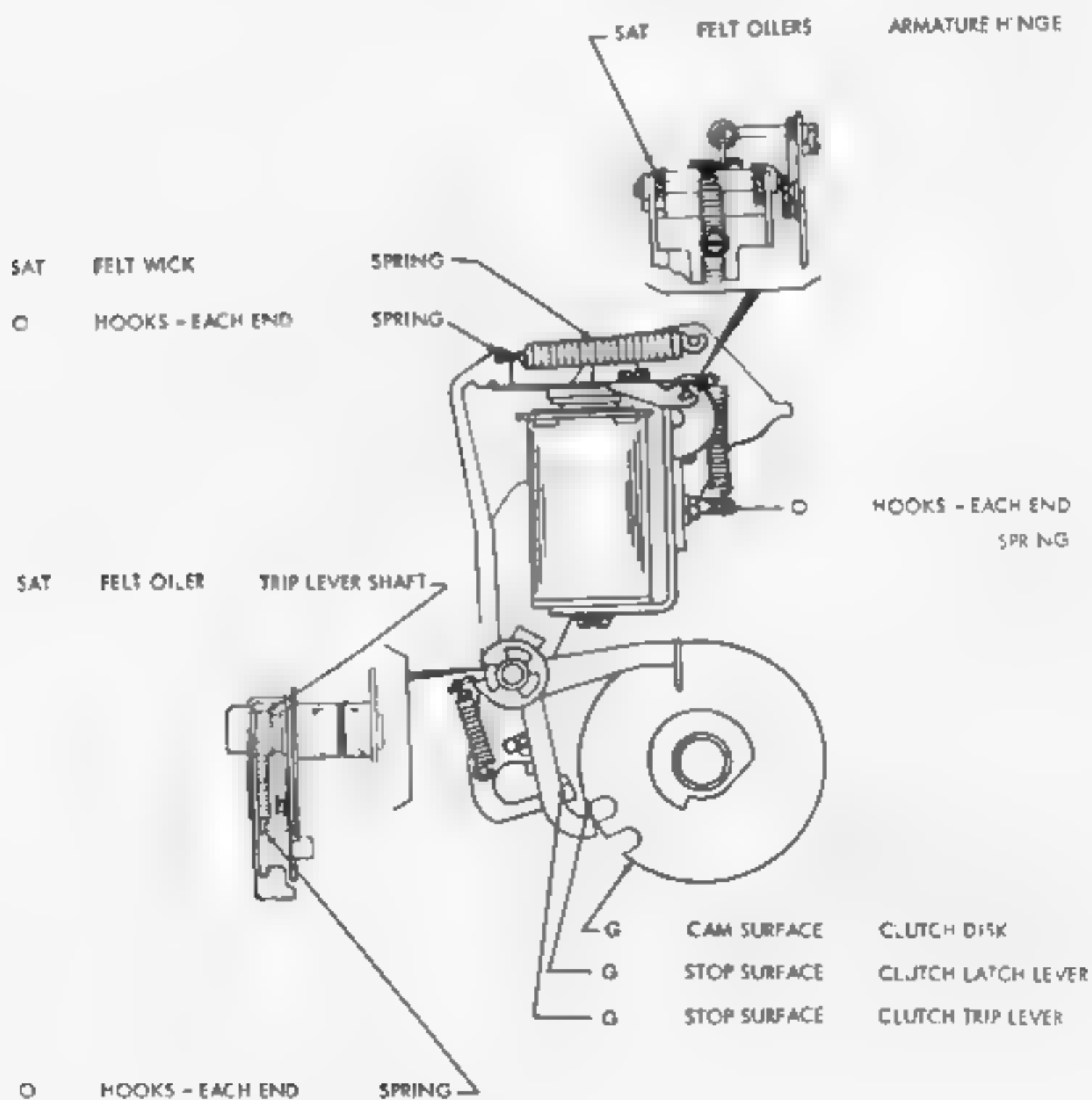


4.21 TIME DELAY MECHANISM

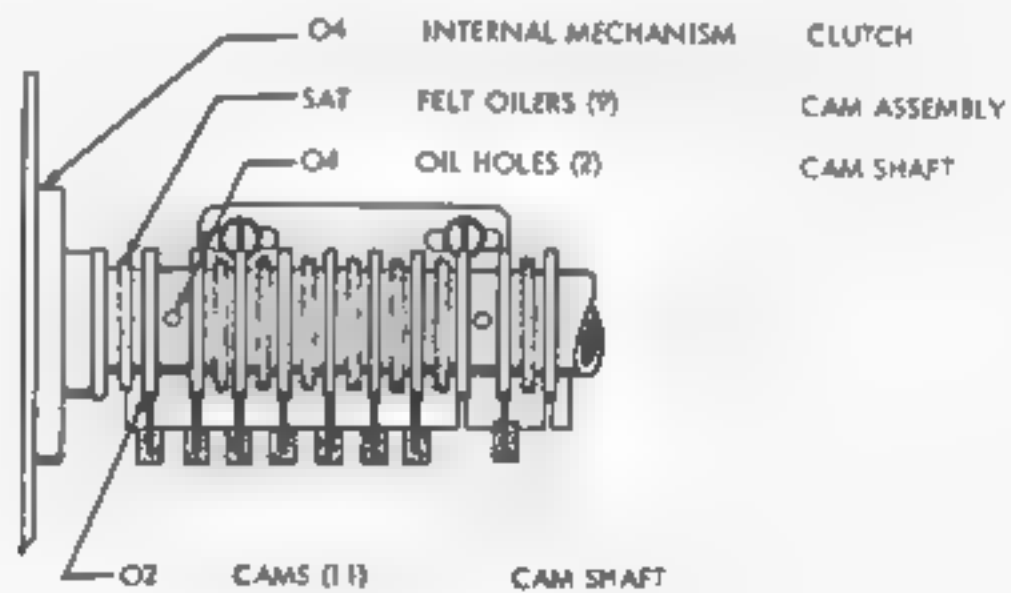
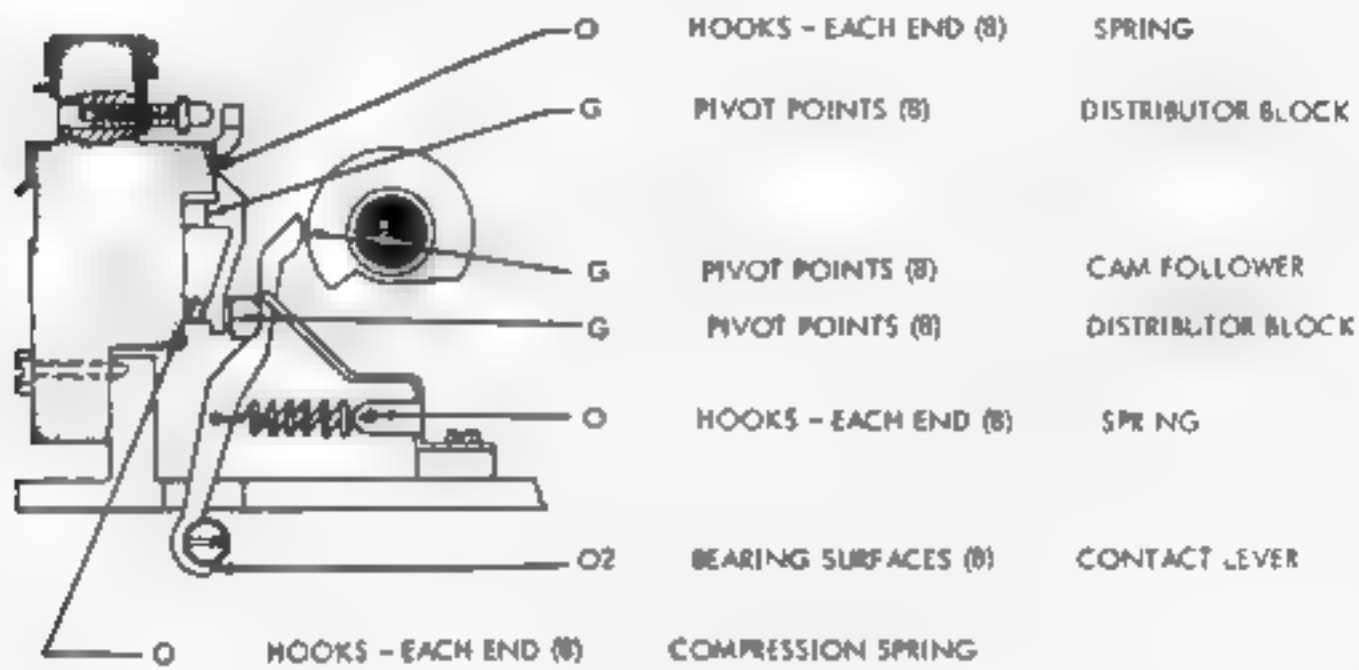


ANSWER-BACK MECHANISM

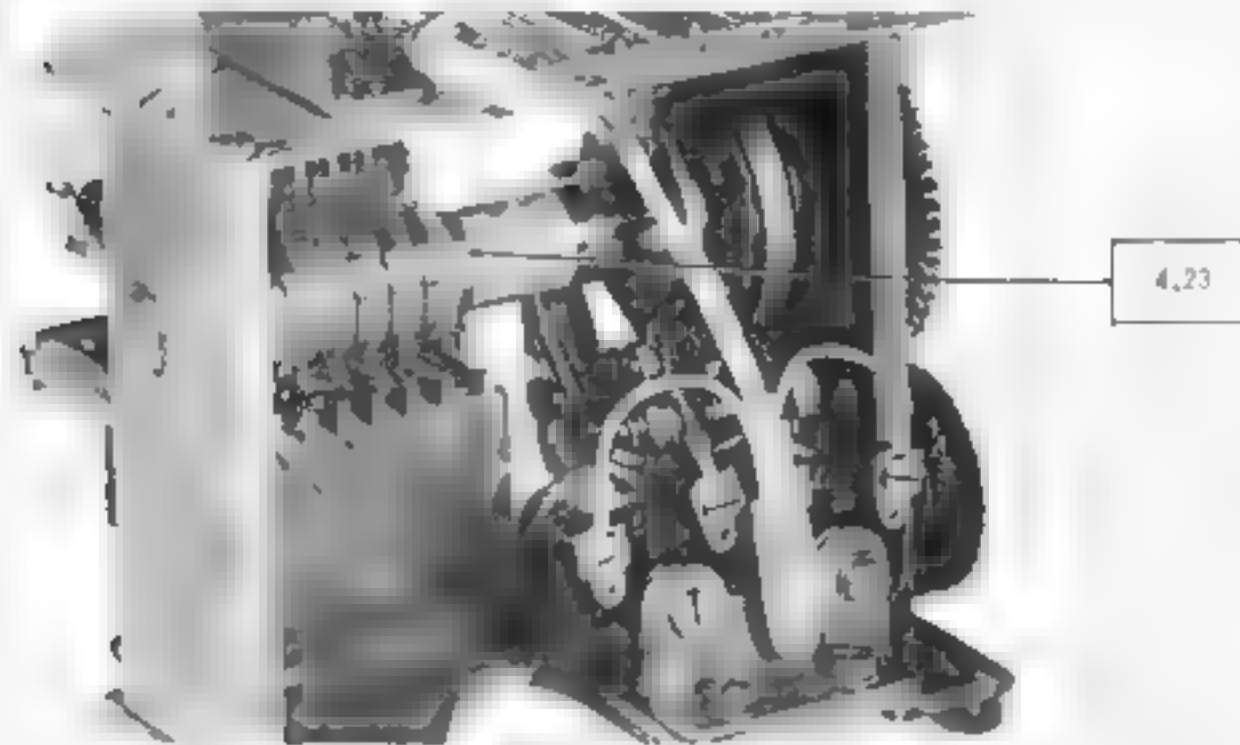
4.22. CLUTCH TRIP - MAGNET MECHANISM (SEE 4.26 FOR LOCATION)



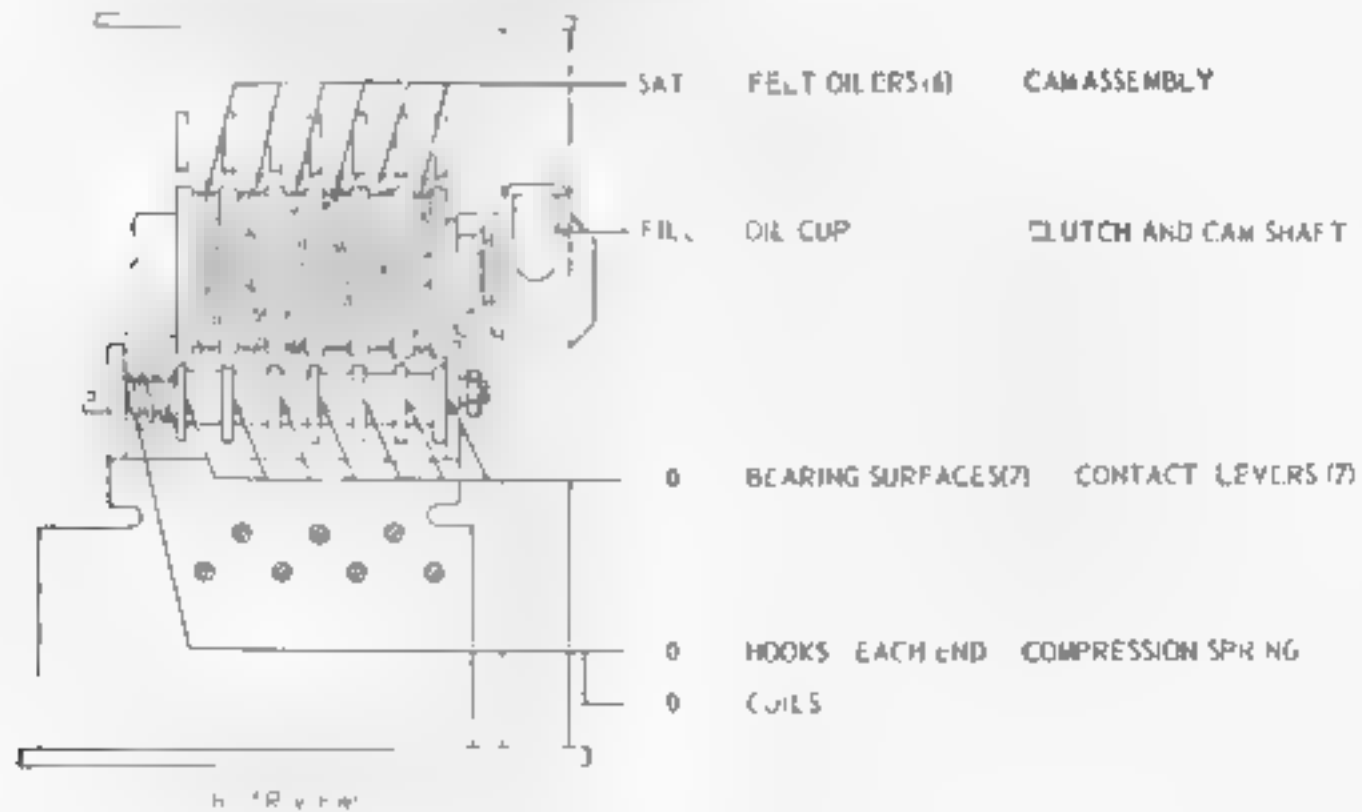
4-23 CONTACT LEVER AND CAM SLEEVE ASSEMBLIES (SEE 4.24 FOR LOCATION)



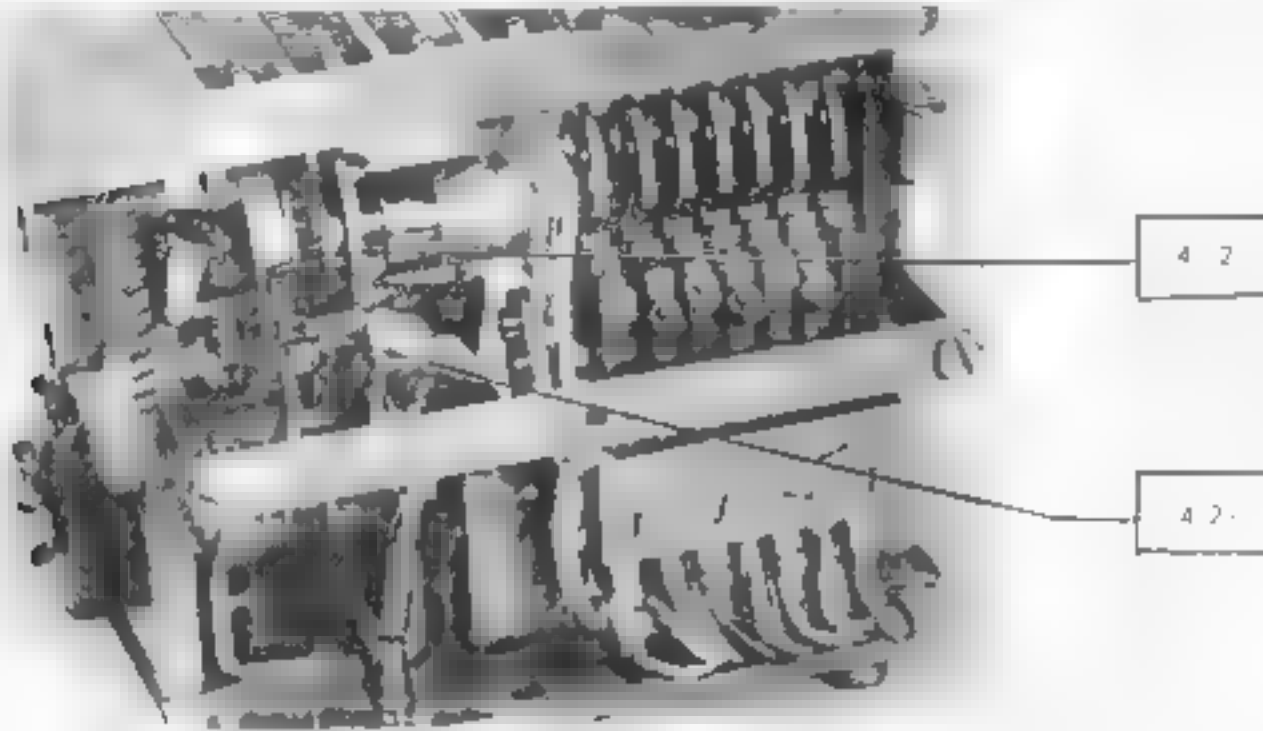
2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841. 842. 843. 844. 845. 846. 847. 848. 849. 850. 851. 852. 853. 854. 855. 856. 857. 858. 859. 860. 861. 862. 863. 864. 865. 866. 867. 868. 869. 870. 871. 872. 873. 874. 875. 876. 877. 878. 879. 880. 881. 882. 883. 884. 885. 886. 887. 888. 889. 890. 891. 892. 893. 894. 895. 896. 897. 898. 899. 900. 901. 902. 903. 904. 905. 906. 907. 908. 909. 910. 911. 912. 913. 914. 915. 916. 917. 918. 919. 920. 921. 922. 923. 924. 925. 926. 927. 928. 929. 930. 931. 932. 933. 934. 935. 936. 937. 938. 939. 940. 941. 942. 943. 944. 945. 946. 947. 948. 949. 950. 951. 952. 953. 954. 955. 956. 957. 958. 959. 960. 961. 962. 963. 964. 965. 966. 967. 968. 969. 970. 971. 972. 973. 974. 975. 976. 977. 978. 979. 980. 981. 982. 983. 984. 985. 986. 987. 988. 989. 990. 991. 992. 993. 994. 995. 996. 997. 998. 999. 1000.



4.23 CONTACT LEVER ASSEMBLY

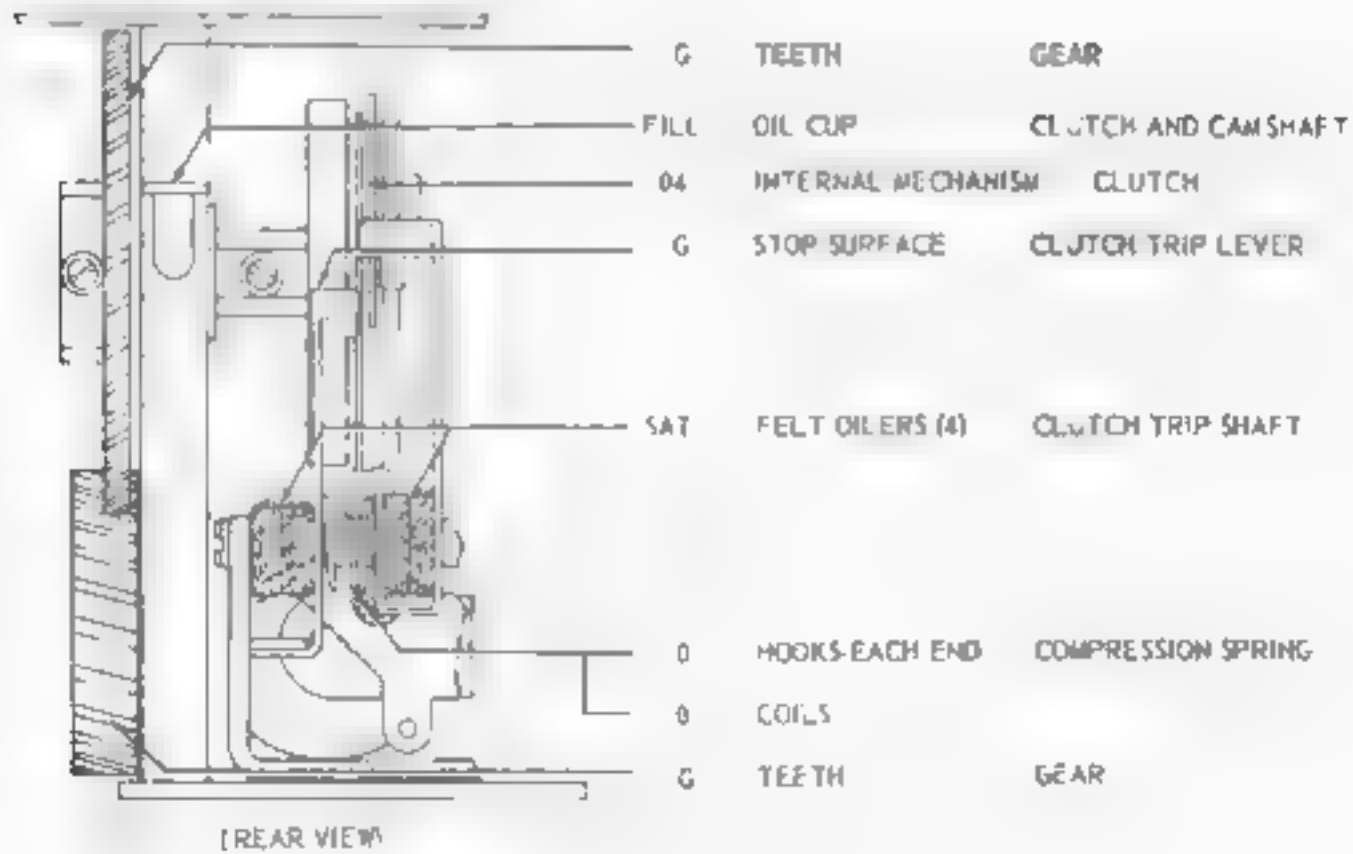


4.26 TEST AND OVER-BACK MECHANISM IN UPRIGHT POSITION

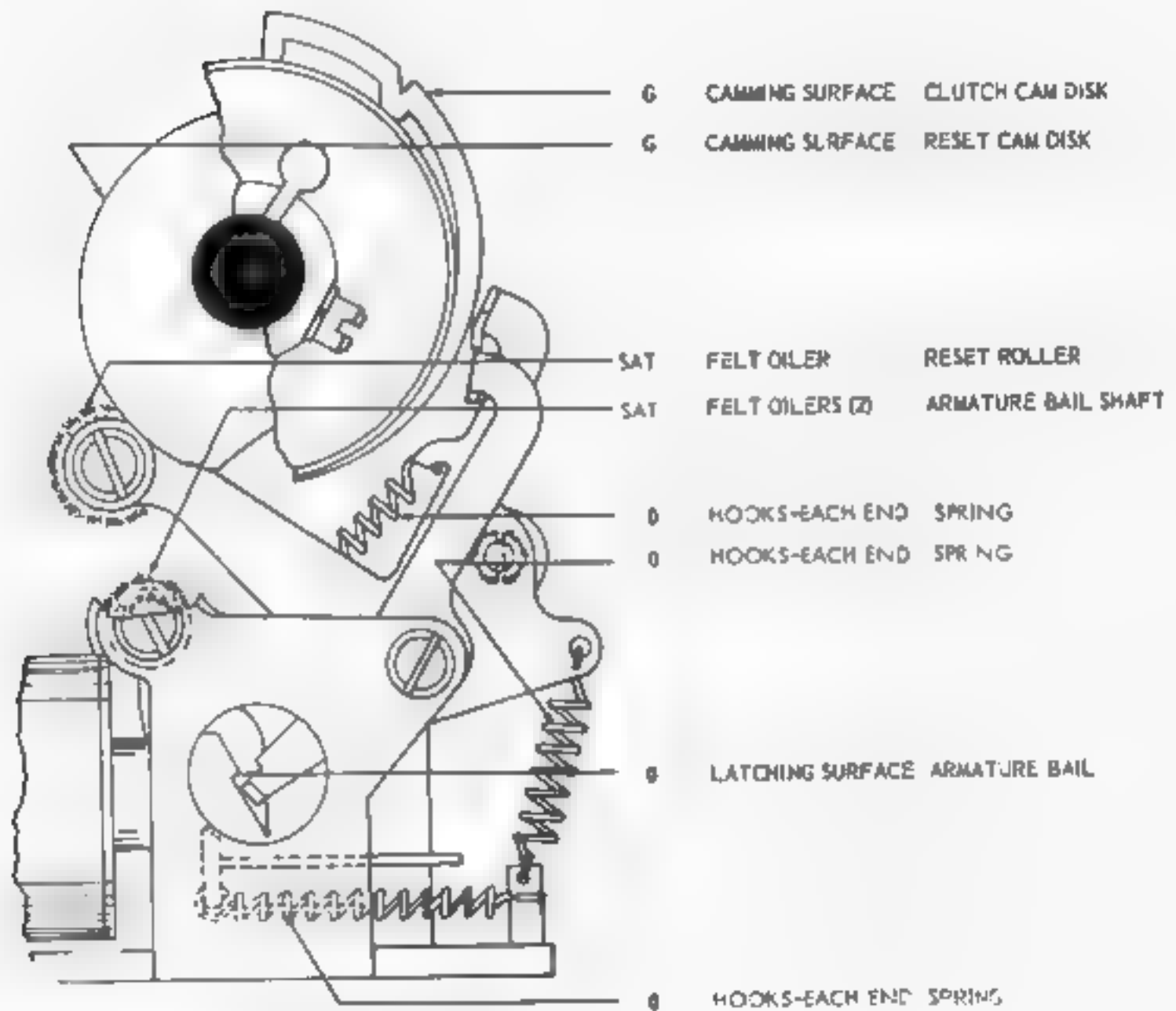


(REAR VIEW)

4.27 CLUTCH AND GEAR ASSEMBLIES

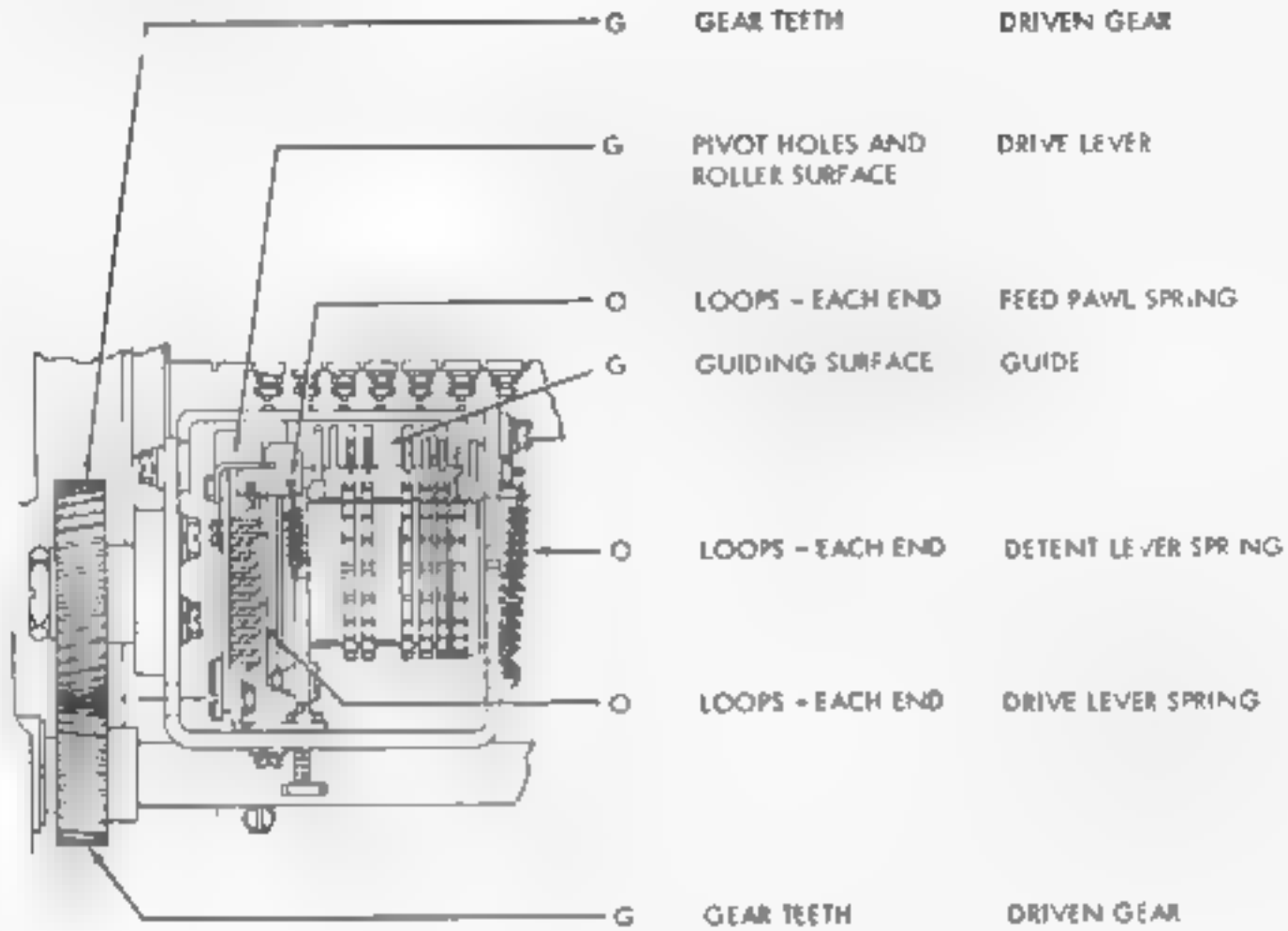


4.28 CLUTCH TRIP-MAGNET MECHANISM (SEE 4.26 FOR LOCATION)

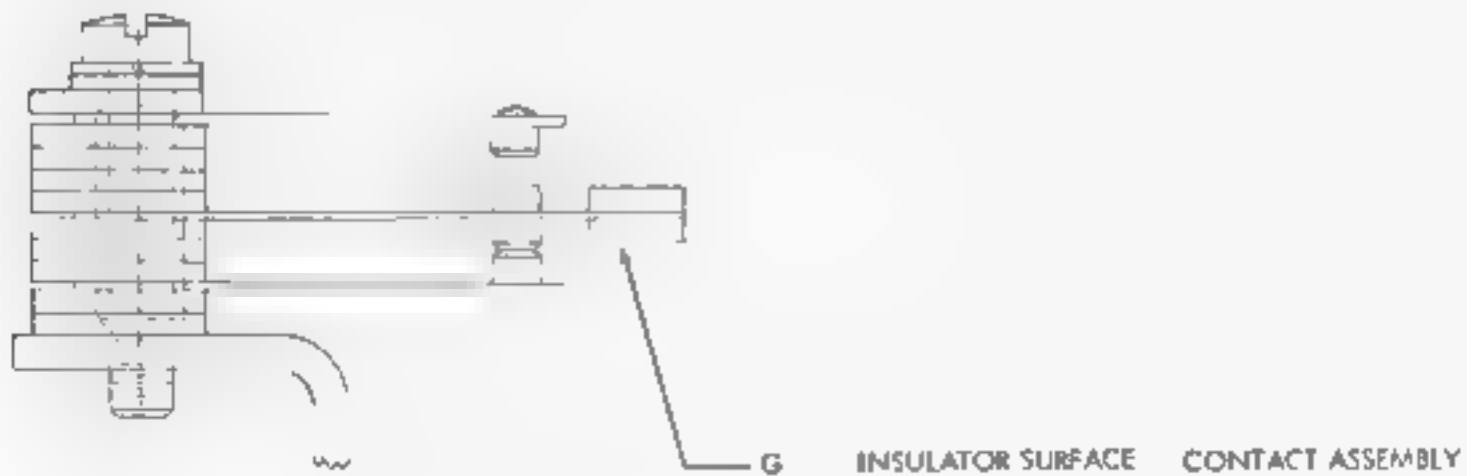


(RIGHT SIDE VIEW)

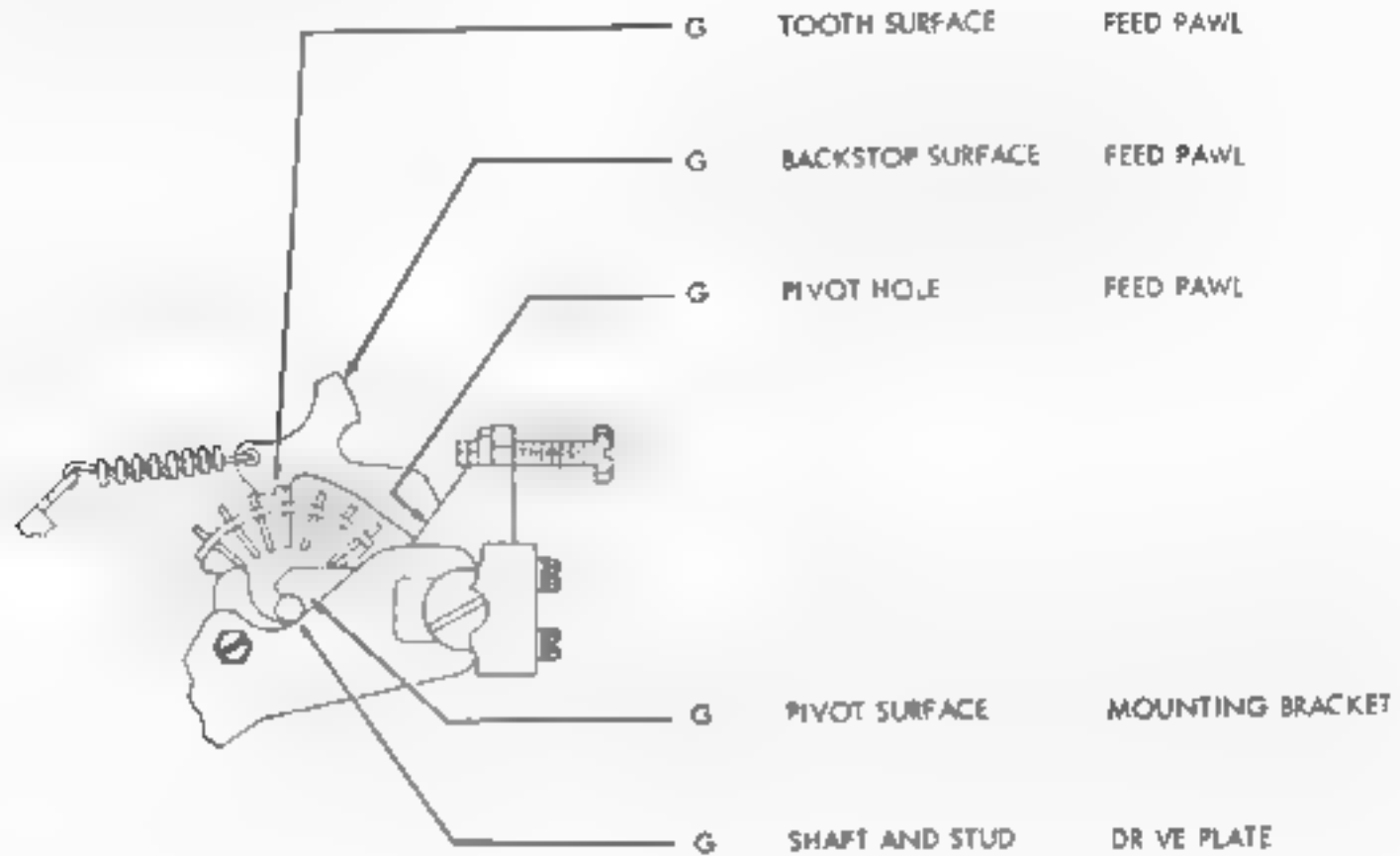
4.29 ANSWER-BACK DRUM



4.30 AUXILIARY CONTACT



4.31 ANSWER-BACK DRUM FEED PAWL



4.32 ANSWER-BACK DRUM DETENT



SECTION 4

DISASSEMBLY AND REASSEMBLY

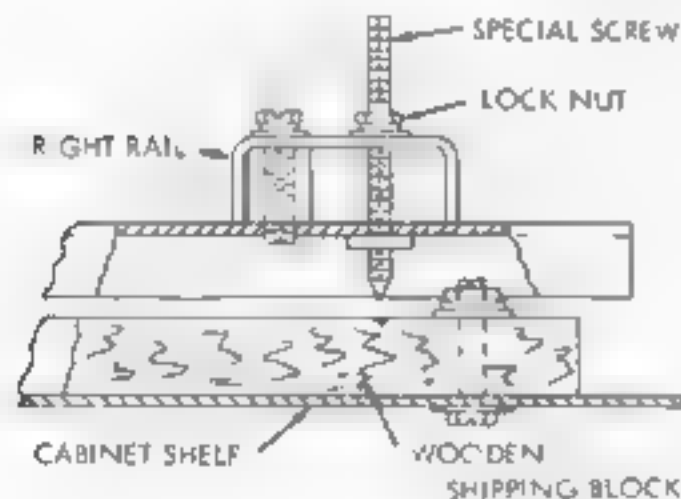
1. GENERAL

a. Most shipments of this equipment are made with the individual units packed separately in cartons or crates and must be installed at the location of the station. Installation instructions accompany the equipment.

b. Some ASR sets are shipped assembled in the cabinet. These sets are equipped with special parts to immobilized the cradle assembly during shipment. After the equipment is placed on location, the cradle again must be mobilized by disabling the special parts as shown in the figure below.

c. The wooden shipping blocks and special screws may remain in the set since they will not impair its operation. If they are left in the set, the special screws should be locked in their uppermost position as shown in figure by retightening the four lock nuts.

d. These shipping parts may be removed from the equipment during the first maintenance routine. To remove the blocks and screws, it is necessary to remove the unit and cradle assembly. If the equipment is to be reshipped at a later date, these parts should be replaced before reshipping.



2. DISASSEMBLY

a. INTRODUCTION - The following instructions are given for the disassembly of the major components and subassemblies. For further disassembly of parts not herein described, refer to the exploded views in parts bulletin 11698. To reassemble the unit, be sure to check all adjustments, clearances, and spring tensions.

NOTE

When removing a part which is mounted on shims, the number of shims used at each

mounting screw should be noted so that the same shim pile-up can be replaced when the part is remounted. Retaining rings (mu-arcs) are of spring steel and have a tendency to release suddenly. Loss of these can be minimized as follows: Hold retaining ring with the left hand to prevent rotation. Place the blade of a suitable screwdriver in one of the slots of the retaining ring. Rotate the screwdriver in a direction to increase the diameter of the retaining ring. It will come off easily without springing.

b. Assembly

(1) Character Counter

(a) To remove the character counter assembly, proceed as follows:

1. Remove the two 151631 screws which hold the 155969 character counter bracket to the keyboard base.

2. Raise the character counter and remove the two 151685 screws which hold the 158050 switch to its 158021 bracket.

(2) Tape Container

(a) To remove the tape container assembly, proceed as follows:

1. Remove the four 151632 screws which hold the 158233 panel mounting bracket to the base.

(3) Perforator

(a) To remove the perforator assembly, proceed as follows:

1. Loosen the two set screws on the 158020 coupling located on the 158073 rear shaft and slide the coupling to the rear to disengage it.

2. Remove the three 74014 screws which hold the 158169 perforator frame to the base, and remove the 151631 screw which holds the 156084 bracket to the base.

3. Raise the perforator slightly from the base being careful not to injure the code bar extension or associated springs.

4. If unit is equipped with power backspace, unscrew the leads from under the 224M magnet assembly before removing the perforator entirely.

4) Punch Assembly

(a) To remove the punch assembly, magnet assembly, and backspace mechanism, proceed as follows:

1. Unhook the 151736 perforator drive link spring, and disengage the 156412 link.

* 2. Remove the three 151631 screws which hold the 159473 perforator main plate to the 158169 perforator frame, and one that anchors unit to base.

3. Disengage the 159961 eccentric arm and the assembly will come free as a unit.

(5) Ribbon Feed Mechanism (Typing Perforator Only)

(a) Remove the ribbon. Remove the two 151632 mounting screws and 2191 lockwashers. Remove the ribbon feed mechanism.

(b) To replace the ribbon feed mechanism, reverse the procedure used to remove it.

(6) Transfer Mechanism (Typing Perforator Only)

(a) Remove the 49084 main trip lever spring. Remove the 151631 and 151632 mounting screws, 2191 lock washer and 7002 flat washers. Remove the transfer mechanism.

(b) To remount the transfer mechanism, reverse the procedure used to remove it.

(7) Typing Mechanism (Typing Perforator Only)

(a) To Remove Typing Mechanism

1. Remove the 156872 operating blade from the rocker bail assembly by removing the two 151657 mounting screws, 2191 lock washers, 8330 washers, 3649 washer and 82392 shims. Remove the 119651 retaining ring and disconnect the 159512 printing trip link. Remove the 3598 nut, 2191 lock washer and 125015 flat washer from the 156396 eccentric on the rocker bail assembly, and disconnect the 159526 oscillating drive link. Remove 33828 spring from the 156478 accelerator and the 90606 spring from the 156252 lifter.

2. Remove the 110017 screw and 92260 washer that fastens the 159434 lifter plate to the 156474 bar on the frame. Remove the 151630 screw and 2191 lock washer that secures the 159525 axial bracket to the 159404 post on the frame. Remove the 151631 screw, 2191 lock washer, and 7002 flat washer that fasten the 159487 function box front plate to the 59472 main plate. Remove the 119653 retaining ring from the 159659 eccentric shaft, and remove the 51629 nut, 159536 idler gear, 159659 shaft and 2191 lock washer by removing the 159658 mounting screw.

Remove the three 151631 screws, 2191 lock washers and 7002 flat washers that secure the 159535 front plate to the frame. Remove the typing mechanism from the frame assembly.

3. To remount the typing mechanism, reverse the procedure used to remove it.

(b) To Remove Function Box Mechanism

1. Remove the 151631 mounting screw, 2191 lock washer and 7002 flat washer from the 159535 front plate. Remove the function box from the typing mechanism.

2. To remount the function box, reverse the procedure used to remove it.

(c) To Remove Axial Plate Assembly

1. Remove the 3870 correcting drive link spring. Remove the 156413 correcting drive link by removing the 119651 retaining ring. Remove the 119649 retaining ring and disconnect 156869 ribbon guide from the 156870 ribbon oscillating lever.

2. Remove the three 151630 mounting screws and 2191 lock washers from the axial plate. Remove the axial plate assembly.

3. To remount the axial plate assembly, reverse the procedure used to remove it. The rear-most tooth of the rack on the 156332 typewheel shaft must mesh with the rear-most tooth space in the 156294 axial sector, and the forward tooth on the sector must mesh with the second tooth space on the shaft. There is an extra tooth space on the forward portion of the shaft's rack.

(d) After the function box mechanism and axial plate assembly have been removed, the remainder of the typing mechanism is the front plate assembly.

(8) After the typing mechanism has been removed the following remain on the frame assembly: the function clutch trip assembly, the two shaft assemblies and the rocker bail assembly (Typing Perforator Only).

(9) To Remove Pushbars

Remove the typing mechanism. Remove the function box mechanism from the typing mechanism. Remove the pushbar by disengaging the pushbar rack from its associated pinion.

(a) Correct gear tooth engagement of racks

1. Correct #1 - #5 Inclusive

a. In assembling the pushbars to the various eccentric assemblies, great care must be exercised to assure the correct rack - pinion

gear mesh. The correct mesh is such that the first tooth on the pinion and the first tooth space on the rack are meshed. The last tooth on the pinion and the last tooth space on the rack should therefore also mesh. Misalignment of the mesh by as little as one tooth will produce a jam in the machine and cause part breakage if the machine is put under power while this condition exists.

2. Letters and Figures Pushbars

a. The assembly of these two pushbars to the left eccentric assembly must follow the assembly of the detents on the same eccentric. Starting with the left eccentric in the lower detented position, locate the gear tooth of the pinion which is at top dead center. (Using the oil hole in the eccentric housing as a reference may help since it is located at top dead center). The first tooth space of the rack of the "Letters" pushbar must engage the tooth located directly below. This requirement is met when the indicating mark on the pushbar and eccentric shaft are in the line. Pull the letters pushbar all the way on the pinion. The eccentric shaft should now be in the upper detent position. Now locate the tooth at bottom dead center. The first tooth space of the "Figures" pushbar should engage the tooth just located. The full travel of either pushbar should result in the eccentric shaft being rotated from one detented position to the other without jamming. As before, a misalignment of the mesh by one tooth will cause a jam and parts breakage if the machine is put under power while this condition exists.

(10) Margin Indicator

(a) To remove the margin indicator assembly, proceed as follows:

1. Remove the two 151637 screws which hold the 158162 switch mounting bracket to the 158160 reset cam follower lever assembly bracket.

(11) Reset Cam Follower

(a) To remove the reset cam follower lever assembly, proceed as follows:

1. Remove the two 151631 screws which hold the 158160 reset cam follower lever assembly bracket to the 15813 basket frame.

2. Remove the five 151442 screws which hold the bracket to the base.

3. Disengage the follower lever assembly from the selector lever assembly.

(12) Auxiliary Electrical Switch

(a) To remove the auxiliary electrical switch and housing assembly, proceed as follows:

1. Disconnect the (6) switch cable leads from the 158250 terminal board located just to the right of the perforator drive shafting.

2. Remove the three 151631 screws which hold the 158202 auxiliary switch housing to the base.

3. Slide the housing to the rear and disengage the 158208 gear from the 158210 shaft and lift the housing out.

4. Disengage the drive shaft from the 158114 extension basket control cam.

(13) Code Bar Extension Basket

(a) To remove the code bar extension basket assembly, proceed as follows:

NOTE

For reassembly purposes, observe how the 158061 link guide pin and the 158060 trip bar link latch spring which encases it are engaged between the 158135 clutch trip bar link and the 158103 trip bar link latch.

1. Remove the 151631 screw which holds the left end of the extension basket to the base.

2. Slide the extension basket to the left and disengage the 158116 reset lever from the 158099 keyboard control selection lever assembly. Note: When reassembling, be sure that the selection lever assembly straddles the clutch trip bar extension lever, and that the selection lever fork engages its mating pin.

(14) Signal Generator

(a) To remove the signal generator assembly, proceed as follows:

1. Remove the typing unit if it is present.

2. Remove the 154131 contact box cover, and disconnect the signal line leads from the 154042, 154043 contact terminals.

3. Remove the two 153841 hold down screws at the front of the 154200 signal generator frame, and the 74805 screw at the right rear of the frame.

4. Lift the signal generator carefully, while holding the universal ball back so that the non-repeat lever clears and its spring will not be excessively stretched.

CAUTION

If the non-repeat lever is pulled down approximately 90 degrees from normal po-

sition, its spring might be stretched beyond elastic limits which will result in assembly malfunction.

(15) Keyboard

(a) To remove the keyboard assembly, proceed as follows:

1. Remove the typing unit and signal generator assembly as specified in paragraph (14).

2. Remove the plastic windows and labels, hood, seal, and seal plates as specified in paragraph (16).

3. Remove the four 151631 screws which hold the 154210, 154211 front frames to the front of the 158000 base.

4. Remove the two 151632 screws which hold the 154068, 154069 right and left code lever guide brackets on the top of the base, and the two 151632 screws at the extreme right and left of the 154055 front bracket which hold it on the base.

5. When these four screws in front and four on top of the base have been removed, tip up the front of the keyboard assembly and pull it forward, disengaging the function levers.

6. Note that all function levers are under their corresponding function balls - except the keyboard lock function lever - which fits on top of its function ball.

7. When reassembling, depress the keyboard lock keylever so that the lock function lever will go on over its ball instead of under as the other function levers show.

NOTE

It is easier to disassemble and reassemble the keyboard assembly with the base standing on its rear.

(16) Keyboard Labels

(a) To remove the plastic windows and labels, hood, seal, and seal plates, proceed as follows:

1. Remove the four 154202 screws which secure the 154198 windows and labels.

2. Remove the two 151632 screws underneath the 154110 hood which hold the hood to the 154203 hood mounting bracket, and remove the four 151659 screws on top of the hood which hold it to the 154210, 154211 left and right frame mounting brackets.

3. Pull the hood forward to remove.

4. Stretch the 154020 rubber keyboard seal off its 154057, 154058 plates.

5. Remove the four 151442 screws and two 154203 hood mounting brackets.

6. Remove the 154058 upper seal plate by unscrewing the three 151722 screws at its rear.

7. Remove the 154057 lower seal plate by unscrewing the 151632 screws at its front.

(17) Contact Box

(a) To remove the contact box assembly, proceed as follows:

1. Remove the 154131 contact box cover and disconnect the signal line leads.

2. Unhook the 86304 drive link spring.

3. Unscrew the two 151632 screws at the front of the 154009 front plate which hold the contact box assembly.

4. Disengage the 156644 drive link from the transfer ball and lift off the assembly. It is more economical to replace the entire contact assembly if the contacts need replacement.

(18) Transfer Lever Locking Ball

(a) To remove the transfer lever locking ball, proceed as follows:

1. Remove the signal generator assembly from the Keyboard as specified in paragraph (14).

2. Remove the contact box assembly as specified in paragraph (17).

3. Remove the 70388 transfer lever locking ball spring.

4. To remove the 154140 locking ball, trip the clutch and rotate the shaft until the cam is positioned so that the ball can be unhooked and dropped from its guide post. Turn the locking ball clockwise until it is at right angles to the guide, and extract it from the bottom of the frame.

NOTE

It may be necessary to move the shaft back and forth to position the cam for maximum clearance.

(19) Signal Generator Shaft

(a) To remove the cam, clutch, and shaft assembly, proceed as follows:

1. Remove the transfer lever locking ball as specified in paragraph (18).

2. Remove the two 151631 screws which mount the 154101 clutch shaft rear mounting plate to the 154200 signal generator frame, and remove the 12626 nut which locks the shaft to the front of the frame.

3. Hold the 154033 clutch latch lever and the 154034 clutch stop lever away and pull back on the shaft rear mounting plate to disengage the shaft from the front plate.

4. Remove the entire cam, clutch, and shaft assembly by rotating it to clear the various transfer levers. The 154019 code bar ball eccentric (a lower, the 154138 felt washer and the 154083 cam spacer will fall free. These must be repositioned before reassembly.

5. To take the cam (with clutch assembly) off the shaft, disengage the clutch by holding the clutch shoe lever against the stop lug and slide the cam and clutch off.

(20) Keylever Guide Plate

(a) To remove the keylever guide plate, proceed as follows:

1. Remove the plastic windows and labels, and hood as specified in paragraph (16).

2. Remove the 151045 space bar by unscrewing the two 151223 shoulder screws that fasten it to the 154117 space bar ball.

3. Remove the 151659 screw on the keylever guide plate under the space bar and the two 151659 screws in the upper corners of the plate which hold the plate to the frame.

4. Work the guide plate off the keytops and let them fall free.

5. To replace the guide plate over the keylevers, flap all levers to the rear. Place the front end of the guide plate down on the frame; and push the keylevers into their respective holes, starting with the bottom row and proceeding upward to the top row.

(21) Power Drive Backspace

(a) To remove the power drive backspace mechanism, proceed as follows:

1. Unhook the 84575 spring from the 159958 drive link latch.

2. Loosen the 151632 screw on the 159960 eccentric and pull the 159961 eccentric arm off the 159963 hub.

3. Disengage the eccentric arm from its guide between the 159958 latch and 159955 drive link.

4. Unscrew the 159956 post from between the 159954 adjusting link and the front punch frame, and remove the link and latch assembly.

5. Remove the two 156632 screws on the front punch frame and extract the magnet assembly.

(22) Manual Backspace

(a) To remove the manual backspace mechanism, proceed as follows:

1. Unscrew the two 153817 screws which hold the 159900 plate to the rear punch frame and remove the 159902 rake shaft.

2. Remove the 153817 screw, the 122149 screw and 159916 eccentric from the 159987 bracket on the left side of the punch front plate. Remove the 159903 crank assembly.

SECTION 5-EARLY DESIGN MECHANISM ADJUSTMENTS

RIBBON FEED MECHANISM

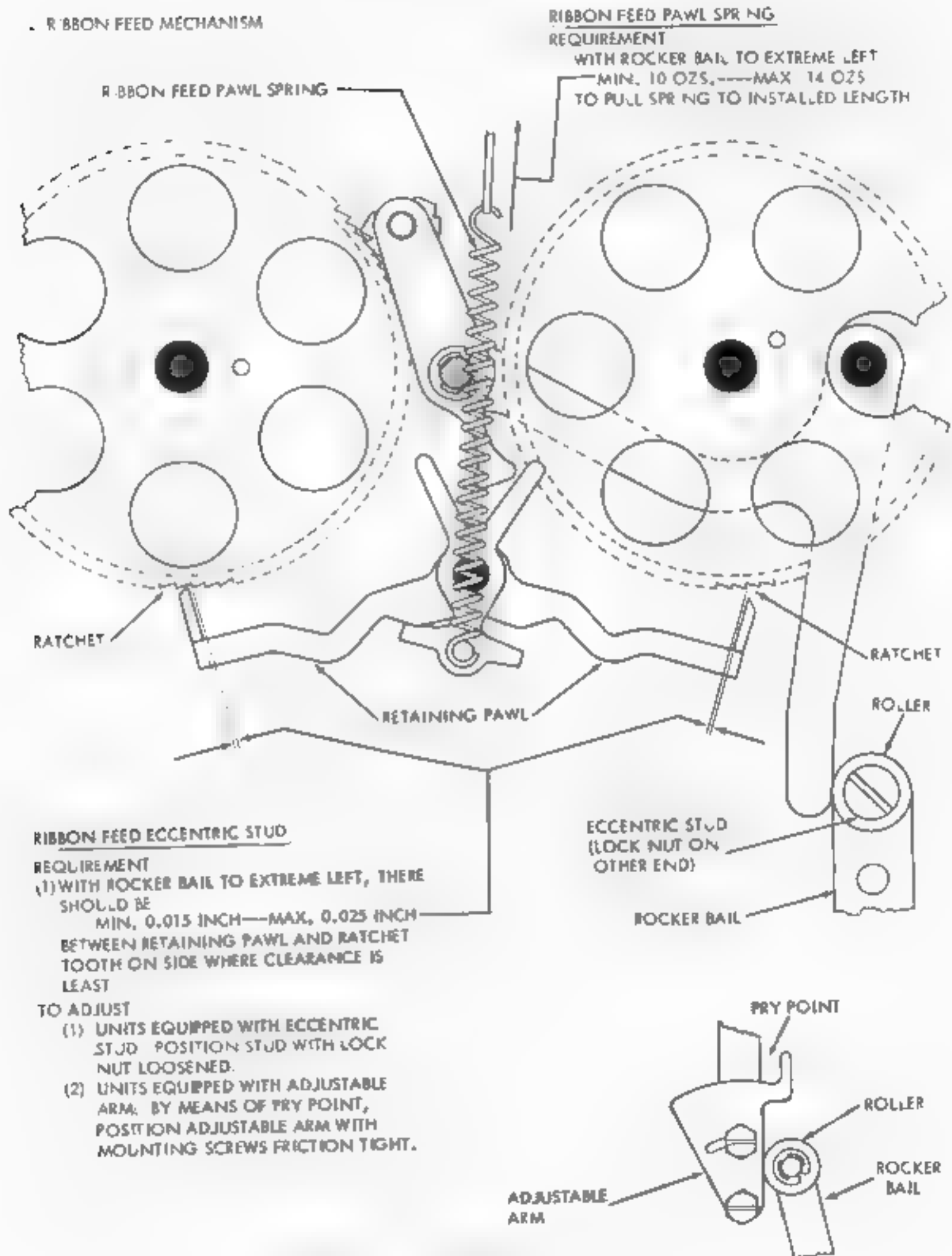


FIGURE 5-1. RIBBON FEED MECHANISM

RIBBON FEED DRIVE ARM SPRINGREQUIREMENT

WITH UNIT IN STOP POSITION:

MIN. 3 OZS. --- MAX. 5 OZS.
TO PULL SPRING TO INSTALLED LENGTHRIBBON RATCHET WHEEL SPRING WASHERSREQUIREMENTWITH FEED PAWL AND RETAINING PAWL
SHIFTED TO OPPOSITE RATCHET WHEEL:

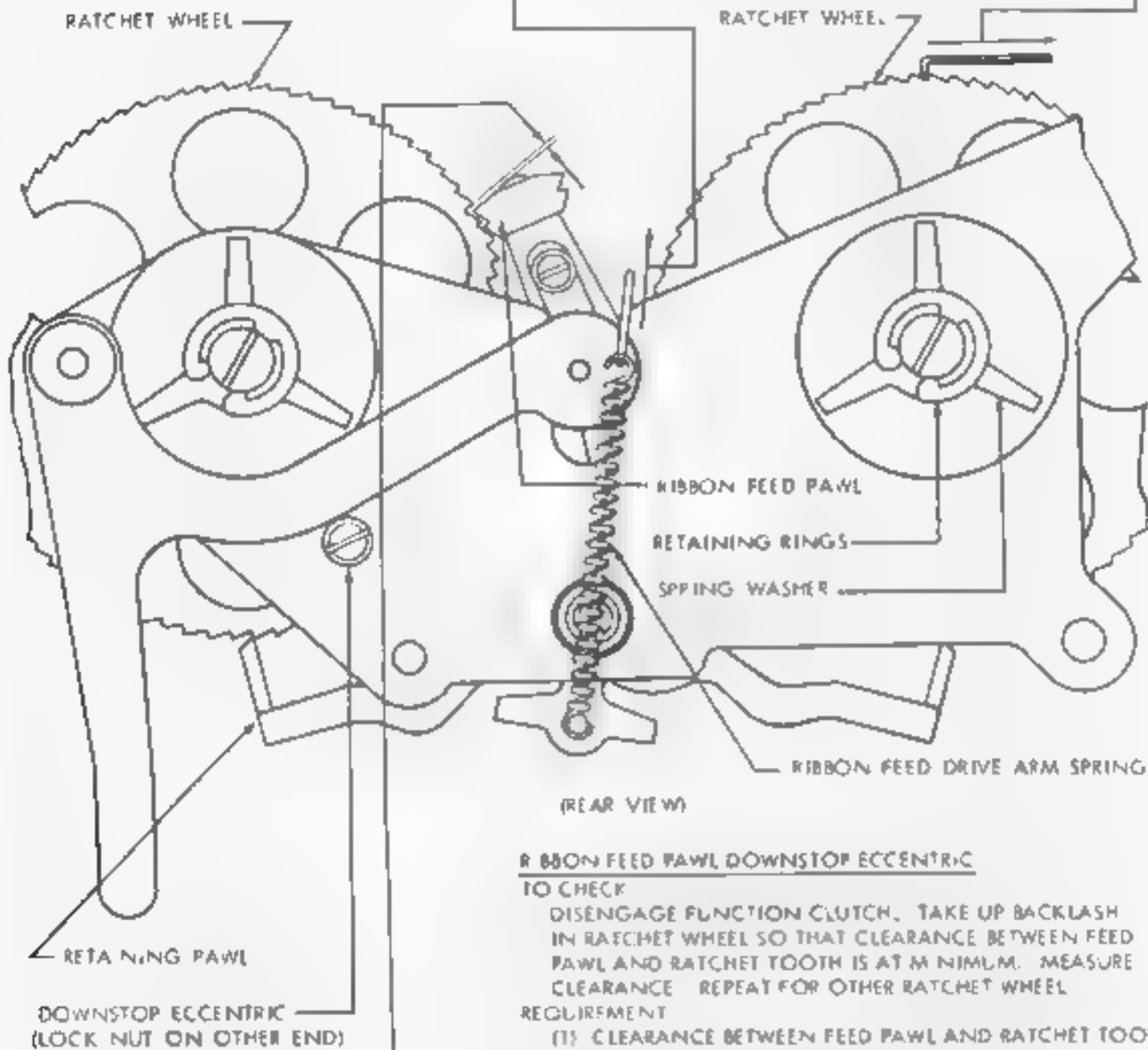
MIN. 1 OZ. --- MAX. 2 1/2 OZS.

TO START WHEEL TURNING

TO ADJUST

REMOVE RETAINING RING AND BEND SPRING
WASHER.

NOTE

MAKE THIS ADJUSTMENT FOR BOTH RATCHET
WHEELS.

(REAR VIEW)

RIBBON FEED PAWL DOWNSTOP ECCENTRICTO CHECKDISENGAGE FUNCTION CLUTCH. TAKE UP BACKLASH
IN RATCHET WHEEL SO THAT CLEARANCE BETWEEN FEED
PAWL AND RATCHET TOOTH IS AT MINIMUM. MEASURE
CLEARANCE. REPEAT FOR OTHER RATCHET WHEEL.REQUIREMENT

(1) CLEARANCE BETWEEN FEED PAWL AND RATCHET TOOTH

MIN. 0.020 INCH --- MAX. 0.040 INCH

ON SIDE WHERE CLEARANCE IS LEAST

(2) PAWL SHOULD FEED ONE TOOTH AT A TIME

TO ADJUST

POSITION DOWNSTOP ECCENTRIC WITH LOCK NUT
LOOSENED

FIGURE 5-2. RIBBON FEED MECHANISM

RIBBON REVERSING PLATE

TO CHECK

POSITION ROCKER BAIL TO EXTREME LEFT.
HOLD REVERSING ARM UNDER REVERSING PLATE
AND MEASURE CLEARANCE.

WITH FEED PAWL AGAINST OTHER RATCHET,
REPEAT PROCEDURE FOR OTHER REVERSING ARM.

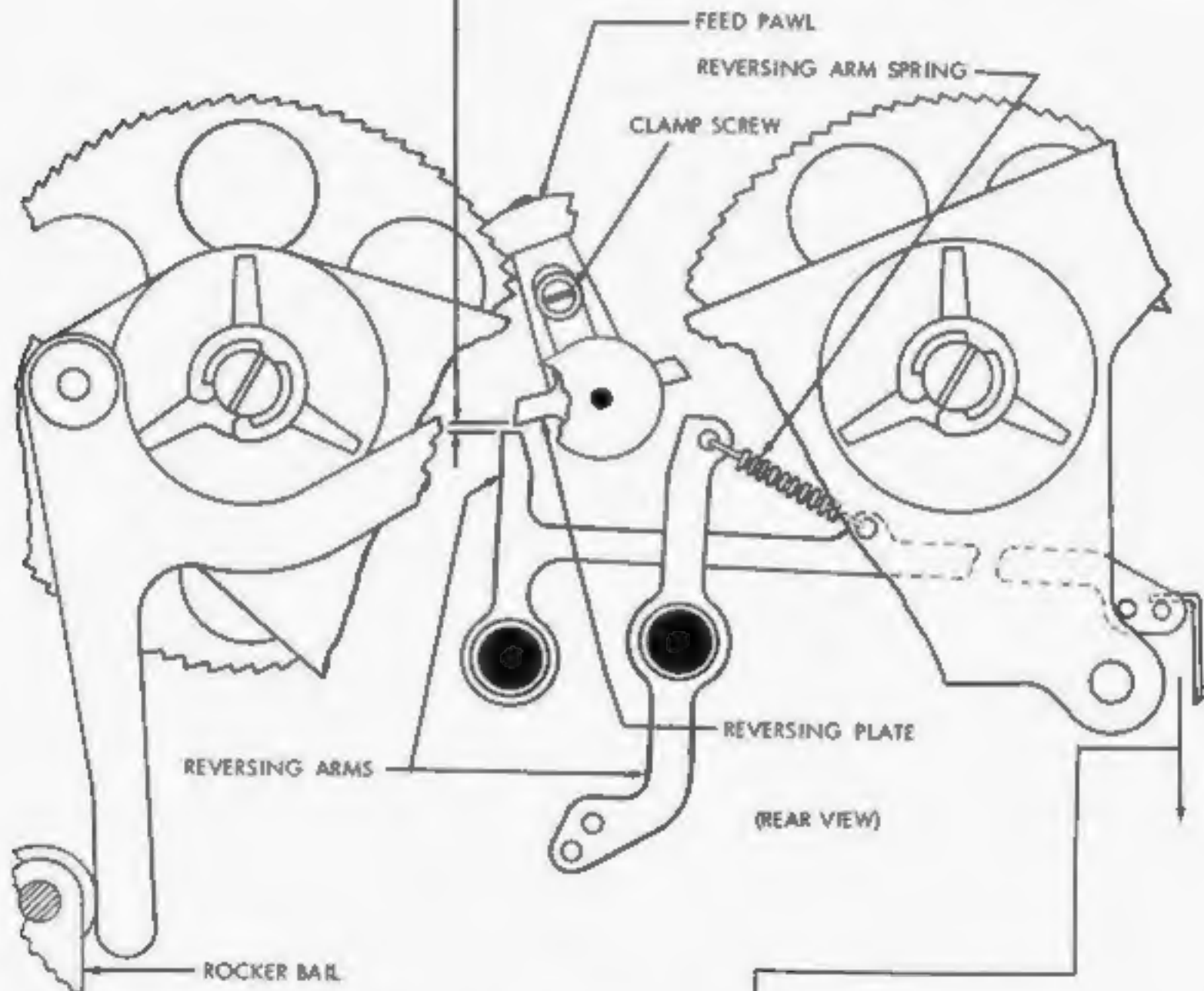
REQUIREMENT

CLEARANCE BETWEEN REVERSING ARM AND
REVERSING PLATE:

MIN. 0.010 INCH—MAX. 0.020 INCH
AT REVERSING ARM WHERE CLEARANCE IS
LEAST.

TO ADJUST

POSITION REVERSING PLATE WITH CLAMP SCREW
LOOSENED.



RIBBON FEED REVERSING ARM SPRING

REQUIREMENT

WITH FEED PAWL IN HIGHEST POSITION:

MIN. 10 OZS.—MAX. 30 OZS.
TO START REVERSING ARM MOVING.

FIGURE 5-3. RIBBON FEED MECHANISM

2. CHARACTER COUNTER MECHANISM

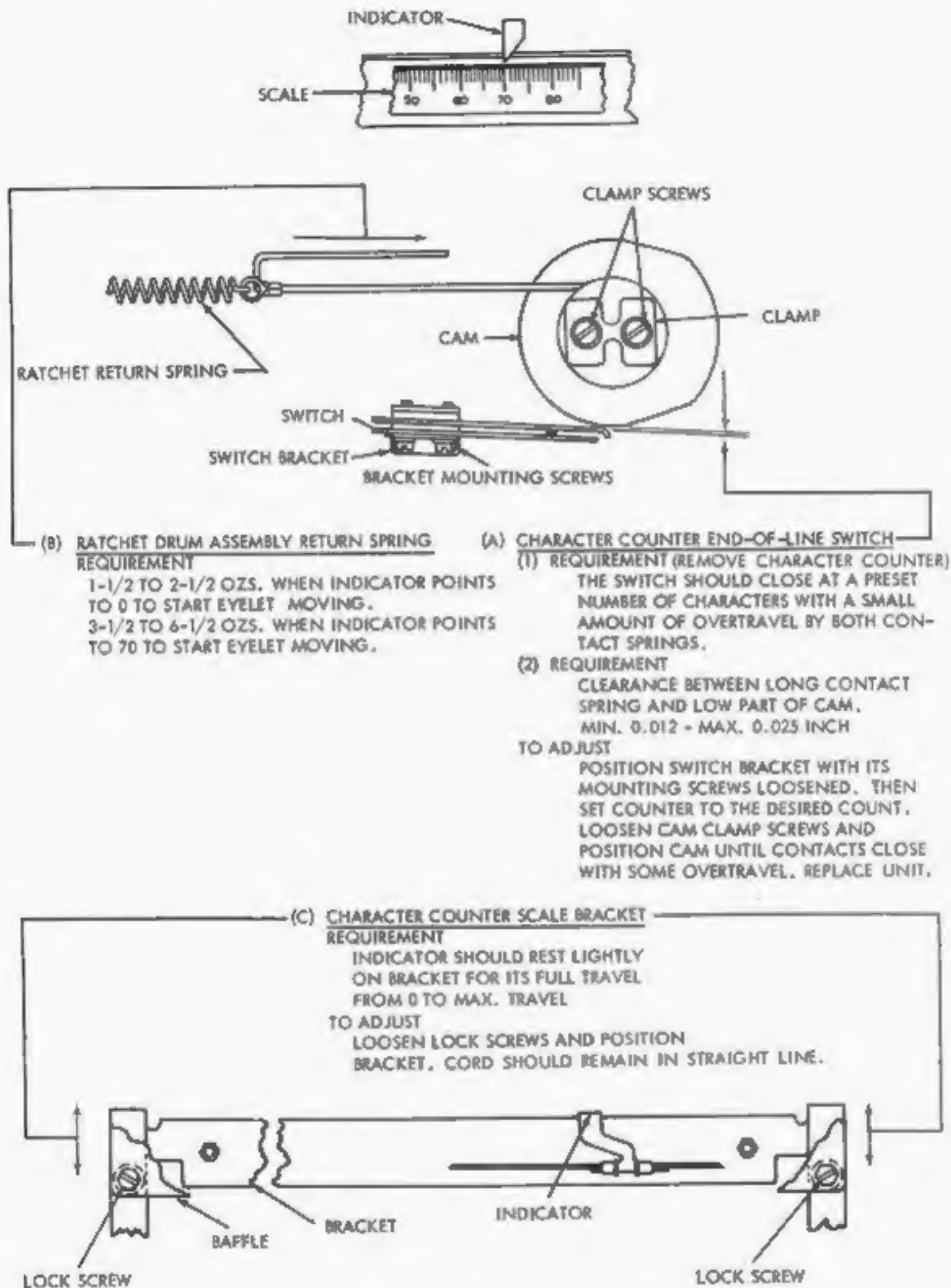
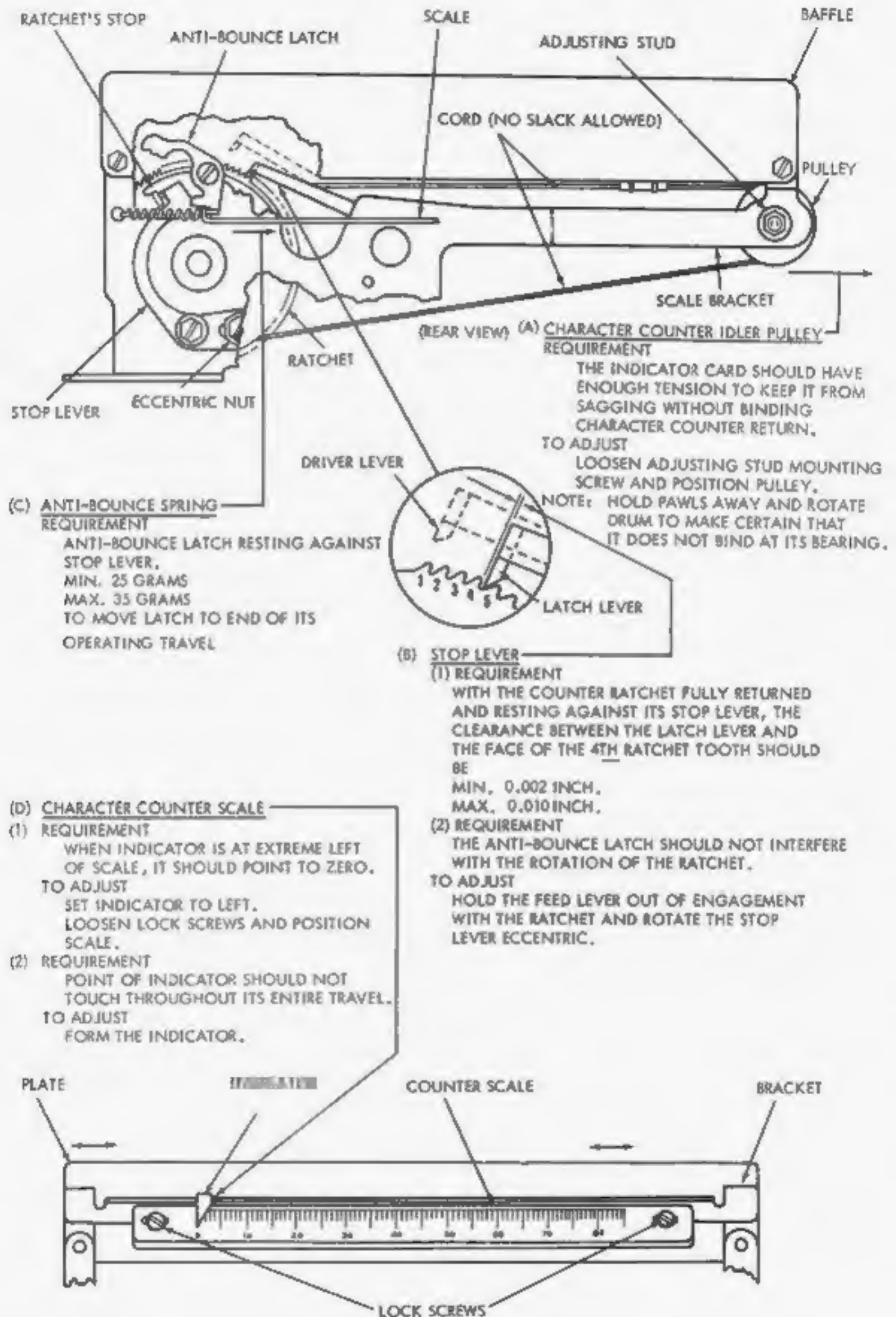


FIGURE 5-4. CHARACTER COUNTER MECHANISM



(A) CHARACTER COUNTER STROKE
REQUIREMENT

WHEN CHARACTER AND REPEAT KEYS ARE DEPRESSED, THE COUNTER SHOULD OPERATE CONSISTENTLY IN T OR K-T POSITION. WHEN CARRIAGE RETURN KEY IS DEPRESSED, THE COUNTER SHOULD RESET WITHOUT BINDING. THE COUNTER MECHANISM SHOULD COUNT THE FIRST CHARACTER ON A RESTART AFTER RESET CONDITION.

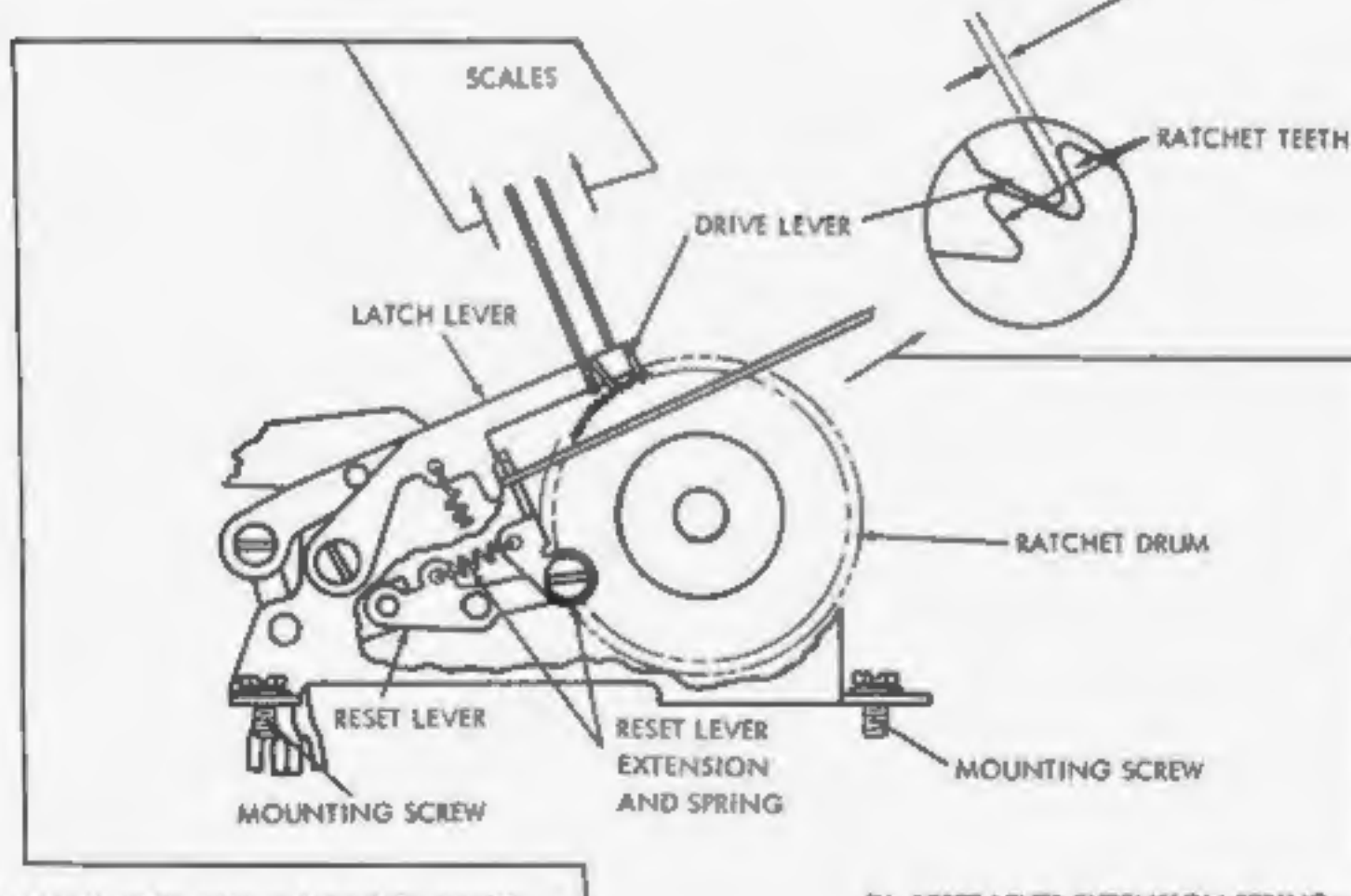
MIN. 0.006 INCH

MAX. 0.015 INCH

BETWEEN DRIVE LEVER AND RATCHET TOOTH, WHEN COUNTER IS SET NEAR MID-POINT OF ITS RANGE.

TO ADJUST

LOOSEN MOUNTING SCREWS. WITH KEYBOARD IN T POSITION, START MOTOR AND STRIKE "CARRIAGE RETURN" KEY, AND THEN E KEY. TURN OFF MOTOR. DEPRESS E KEY. POSITION CHARACTER COUNTER FRAME FOR CLEARANCE. TURN CONTROL KNOB TO K-T POSITION AND RECHECK. REFINE IF NECESSARY.



(C) LATCH LEVER AND DRIVE LEVER SPRING
REQUIREMENT

MIN. 1/2 OZ.

MAX. 1 OZ.

TO MOVE EITHER LEVER.

(B) RESET LEVER EXTENSION SPRING
REQUIREMENT

WITH THE CODE BARS LATCHED

MIN. 1/2 OZ.

MAX. 1-1/4 OZ.

TO START LEVER MOVING.

FIGURE 5-6. CHARACTER COUNTER MECHANISM